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THE
Sailors' Magazine,



AND
SEAMEN'S FRIEND.

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THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labors of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, progress and wants of the SEAMEN'S CAUSE, commending it earnestly to the sympathies, the prayers and the benefactions of all Christian people.

It is designed also to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to Mariners, memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical. To single subscribers \$1 a year, invariably in advance. It will be furnished Life Directors and Life Members gratuitously, *upon an annual request for the same.* POSTAGE in advance—quarterly, at the office of delivery—within the United States, *twelve cents a year.*

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Vol. 45.

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GREENWICH TIME.

Never had science a more pleasant retreat than Greenwich Observatory appears to be, this bright summer morning.

For all its pleasant aspect, however, the idea of exploring it is decidedly a formidable one. At the very entrance gates, one feels suddenly convicted of the most abject ignorance. Here are mysterious metal pins fixed on the wall for the determination of British measurements, and the question at once arises, What have these to do with astronomy? Then there is a great clock-dial on which the hours are reckoned from one to twenty-four, which is popularly believed to be kept going by the sun.

Determined to clear the way as he goes on, the visitor makes these outer difficulties the subjects of his first inquiries on gaining admittance, and he discovers to his amazement that the very length of his trousers, and the cut of his coat, and the height of his hat have all been determined by measurements based upon the motions of the heavenly bodies.

A tailor's yard measure, it appears, bears a certain proportion to the length of a pendulum which, under specified conditions, beats accurate seconds of time, and seconds of time are determined by astronomical observation. * If the tailor wishes to verify his measure, he has only to bring it to the Observatory gate, where he will find a standard absolutely accurate. As to the clock, it is an astronomer's clock, and astronomers know nothing of A. M.'s and P. M.'s; their calculations are sufficiently complicated without them. The notion that it is kept going by the sun is, it need hardly be said, a mere delusion.

On passing the outer portal of the Observatory, the visitor finds himself in an open courtyard, with an irregular pile of buildings on his left hand. Entering a low doorway in one of these, he is at once interested to discover that he is really at what may be considered the fountain-head of all our computations of time. The chief business of Greenwich, as all the world

knows, is to tell us the time of day, and in this small and somewhat mean-looking apartment is the great telescope by which observations for this purpose are effected.

This instrument—the transit circle as it is technically called—is twelve feet in length, and its largest glass is eight inches in diameter. It is suspended by the middle between two massive stone buttresses in such a manner as to permit of its sweeping the sky in a straight line overhead, though it cannot be veered round to the right or left.

We have arrived, let us suppose, a little before noon; the sun is about to cross the meridian, and an observation is to be made. Shutters in the roof are thrown open, the great telescope is swung up and fixed in position, and an observer seats himself at the lower end of it. While we are waiting for the great luminary, let us take a peep through the instrument. All that can be seen is a number of vertical lines—technically called wires, though they are in reality so many pieces of cobweb—stretched across the field of observation at irregular distances. The centre one is the celebrated meridian of Greenwich, or at all events it represents it, and it is curious to reflect that from this centre line ships of all civilized nations, and in all parts of the known world, are reckoning their distances; that this little piece of cobweb is, practically, all that divides the world into eastern and western hemispheres.

While we are peering along the telescope, the drowsy tinkling of innumerable clocks is heard through the still summer air, and we begin to think that for once at least the sun is behind time. If not, then it seems plain that all the Greenwich clocks are wrong, a supposition which is quite at va-

riance with all our traditional ideas of the place. On inquiry, it is gratifying to find that our faith in Greenwich timepieces is perfectly justified, and that it really is the sun that is behind time. The apparent motion of the sun, as everybody knows, is really the motion of the earth. Now the earth moves round the sun in a kind of oval pathway. When she is on either side of this oval her motions are accelerated, and the sun will cross the meridian before he is due. Just now, however, we are at one end of the oval, and the earth moves slowly, and, as we see, the sun is behind his time. It is clear, therefore, that if the Greenwich clocks were to be regulated according to the time at which the lord of day puts in an appearance at this little cobweb, they would require constant alteration. They are, however, set to record the average time of his transit. This never varies, and twelve o'clock "Greenwich mean time" is simply the mean or average at which throughout the year the sun crosses the meridian.

Let the observer now resume his watch at the instrument. What he has to do is to record the precise instant at which the sun's edge or "limb," as astronomers express it, passes that central "wire." In any single observation, however, he may be a little at fault, and for the sake of greater accuracy, therefore, he will note the instant at which it passes over all the "wires," and then strike an average between them.

Slowly the sun creeps up to the first line, and the observer lightly taps a little spring attached to the telescope. The second "wire" is reached, and again the spring is tapped, and so on throughout the whole of the seven or nine webs employed in the observation.

This spring is connected with a telegraphic wire extending to a "chronograph" in a distant part of the building; and in order to understand the method of recording the observation, we will not follow the telegraphic signal, or, as imagination is even swifter than the telegraph, we will imagine that we have reached the "chronograph" first, and are there ready to receive the signals.

Accordingly we find ourselves in a queer little chamber, in which the most prominent object is a very beautiful specimen of a clock whose pendulum, instead of oscillating backwards and forwards, swings round in a circle, thus producing a motion perfectly uniform and unbroken. This clock is revolving the "chronograph," which consists of a cylinder around which a sheet of white paper has been strained. While we are watching this revolving barrel, we see the observer's signals come. A little steel point, which is traveling over the surface of the paper, is in electric communication with the spring attached to the great telescope; and every time the observer taps the spring, this little traveling point pricks into the paper, thus recording that the sun has just crossed a "wire." This in itself, however, would not be a record of the time of transit if it were not that another little steel point, which is in connection with a galvanic clock in another part of the building, has previously marked the sheet of paper into spaces representing precise seconds of time. On the completion of the observation the paper may be removed from the cylinder and affords a permanent record of it.

Nothing perhaps, throughout the Observatory at Greenwich, is calculated to strike the visitor with greater astonishment than that

galvanic clock to which reference has just been made. There is nothing very remarkable in its appearance, but the work it accomplishes renders it perhaps the most wonderful clock in the world, and certainly the most important one in England.

In the first place, as we have seen, it plays an important part in registering observations. Besides this it regulates several clocks within the Observatory, as well as the large one already referred to outside the gates; one at Greenwich Hospital Schools, another at the London Bridge Station of the South Eastern Railway, another at the Post Office, St. Martin's-le-Grand, and another in Lombard Street. Once every day it telegraphs correct time to the great clock tower at Westminster; it drops the signal ball over the Observatory, another near Charing Cross, and one at Deal; it fires time guns at Shields and Newcastle, and every hour throughout the day it flashes out correct time to each of the railway companies. All this is accomplished as it were by the mere volition of the clock, and without any human interference whatever. Every morning it is corrected by an actual observation of a star; and thus, without being aware of it, do we every day start our trains, and make our appointments, and take our meals by the motions of the heavenly bodies as observed and recorded during the preceding night.

We now proceed to one of those curious little domes surmounting various parts of the Observatory. Here we find an instrument devoted entirely to the study of the moon. Observations of the moon are of immense importance to us as a nation of navigators, inasmuch as she affords the means of determining longitude at sea. Her mo-

tions however, from various causes, are of an extremely complicated nature, and it is very necessary that she shall be observed at all times, and under all circumstances. But with the transit circle, the instrument first noticed, it is plain that the moon could be observed only when she is crossing the meridian, and not always then. Some five or six-and-twenty years ago, therefore, Sir George Airy, the present astronomer Royal, designed the "Altazimuth," and since then the importance of Greenwich as a lunar observatory has been just about doubled.

With this instrument and the transit circle the Observatory might do all that, strictly speaking, comes within its province. The whole duty of Greenwich, as defined by Herschel, is "to furnish now, and in all future time, the best and most perfect data by which the laws of the lunar and planetary movements, as developed by theory, can be compared with observation." Mensurative astronomy for practical purposes is the great business of Greenwich.

The Great Equatorial telescope was mounted about sixteen years ago, under the direction and from the plans of the present Astronomer Royal. It is the largest instrument in the Observatory, and of its kind is one of the finest in the world. Its object glass, which is thirteen inches in diameter, and has a focal distance of eighteen feet, alone cost £1,200. The most curious feature in this telescope is the clockwork arrangement by which it follows any object under examination. It is used, as already intimated, chiefly for what may be called gazing purposes—such, for instance, as the scrutiny of the marvellous eruptions on the surface of the sun, or of the mountains of the moon, and it is often

necessary to continue such observations for hours together. It is plain, however, that if an observer is examining the face of the sun, the motion of the earth will gradually bear him and his telescope eastward until the great luminary is lost to view. He will steadily creep out at the western side of the field. This is obviated by the operation of a clock driven by falling water. This powerful piece of mechanism is connected with the great iron framework supporting the telescope, and just as the earth creeps round from west to east, the telescope and all that pertains to it is borne round from east to west. Thus, so far as the motion of the earth is concerned, the sun, moon, or stars as seen through the Great Equatorial will appear to be perfectly stationary.

We have now seen all the more prominent features of Greenwich Observatory, though there yet remain innumerable objects of the utmost interest—rain gauges, anemometers, hygrometers, and thermometers, placed in all kinds of positions, and under all kinds of conditions. In one room are something like a couple of hundred Government chronometers, placed here for the purpose of being regulated, while in a building apart from the Astronomical Observatory is a Magnetic Observatory, established for the purpose of ascertaining and recording the various phenomena of the magnetic currents of the earth.—*Cassell's Magazine.*

Dr. Peterman's Estimate.

Dr. Peterman thinks that the geographical results of the Polaris expedition are of extraordinary value: "At any rate," he says, "they are the highest that any vessel among the numerous expeditions of all nations to the North and South Poles have ever accomplished since many centuries."

THE SCHOOL AT PENIKESE.

RESULT OF THE SUMMER'S WORK—THE NEW BUILDINGS—METHODS
OF INSTRUCTION—PROFESSOR AGASSIZ'S PLANS.

On the 15th of March last the writer of this article for the *Evening Post*, in company with the attorney of Mr. John Anderson of New York, visited Professor Agassiz at his home, here, bearing the following note:

"MY DEAR AGASSIZ:—The bearer, a gentleman whom I have long known, comes to you with a royal gift to science in his hand. God bless the rich and generous.

Yours, etc.

GEO. S. HILLIARD.

A vacation of a few days from the heat and work of the city brings me, by way of New Bedford and Penikese, back to Cambridge, after the brief period of five months, to witness the close of the first term of the Anderson School of Natural History. Professor Agassiz assures me that it is already a grand success. What has been the dream of his life in America is so fully realized that he can make it, with the proper additional endowment, the first institution of its kind in any country. Though worn with constant and excessive labor, he was glad to give me in this spare social half-hour some idea of his hopes and wishes for the future of this great national work. If the wealthy men of the country, or even the friends and lovers of science among them, could step, as the writer does now, into the laboratory and into the grand inside view of this great work, with Professor Agassiz and his associates, and see its bearing upon the future teachers of America, and also upon the highest material interests and wealth of the nation, the five hundred thousand dollars required to

make it the great school of the world would soon be forthcoming.

As most of the fifty pupils of this first session are teachers who return to their labors in September, the majority left the last week in August, and the others left Penikese with Professor B. G. Wilder and wife, on the 2d, making a continuous session of seven weeks.

Immediately after the terms of the gift of Mr. Anderson were settled, and the programme of the school arranged, Professor Agassiz lost no time in securing an architect and the mechanical force required to complete laboratories and dormitories. The architect is Mr. Robert H. Slack, of Boston, who has given his constant personal supervision to the work. The best seasoned timber has been used, and the buildings have been erected in the most thorough and substantial manner. They are in the form of the letter \boxplus , standing lengthwise about due east and west, fifty feet apart. The transverse edifice connecting these two main buildings is of the same height, 50 by 30 feet on the ground, and will be used as a lecture room. The main buildings are each 25 feet by 120, two stories high, and each has a ceiling 10 feet high, and a pitched or saddle roof. The whole is to be surmounted by a tower 60 feet in height. The timbers are all of good dimensions, very strongly braced, and the ends and sections of the second story are strengthened by timbers spiked in the form of the letter \boxtimes . The roof is also very firmly braced by cross beams, so as to secure strength and firmness against the heaviest gales which may sweep

over the Island. The laboratories and aquaria are all in the first or ground floor, and both stories, this and the dormitories, have the walls ceiled with hard pine, and are so finished that no gases can escape from the laboratories to the rooms above. For better architectural effect the second stories of these buildings project a few inches over the lower ones, with an ornamental finish. This description is sufficient to give some idea of what has already been done. The architect is now putting on the finishing work, and fifty aquaria have just been completed and put in position.

The great aim of the work of this summer has been to teach the pupils how to study; with the knowledge how to study the structure of the fish and animals of the sea comes the power to classify and name them. The work of this session was largely in regard to such fish and animals as could be gathered from the sea, and the animals and insects found on Penikese and adjacent islands. Among the most interesting of the marine fishes are the sharks and skates, technically called *selachians*. Professor Agassiz has been at work upon these for twenty-five years, but is not yet prepared to issue a work on this class. The beautiful yacht *Sprite*, of twenty tons, given to the school by Mr. Galloupe, has enabled the school to go out in dredging parties of four gentlemen and four ladies, under the supervision and instruction of Count Pourtales, of the United States Coast Survey. Upwards of one hundred of the sharks and skates were taken, the largest of the skates being ten feet long and five feet broad. The sides stretch out like the wing of the bat. Professor Agassiz gave up all other engagements, and was constantly lecturing or directing the work of the laboratory, and

making new investigations and discoveries, some of which he had never had opportunity to do before. The work of the laboratory was done in presence of the pupils, and in spite of a good deal of ill health. In the seven weeks, he gave at least forty lectures upon the principles of natural history, the true method of studying the structure of animals and fish, and the glacial indications of the United States.

Professor Burt G. Wilder, of Cornell University, gave at least twenty-five lectures on the special anatomy of fish and animals. A large number of the common table fish, the star fish and other kinds, were taken. Professor Wilder has devoted himself for fifteen years to this specialty, and is a most skillful and expert dissector. Back from Penikese, we found him hard at work, in the museum, dissecting a fine specimen of the Chinese dog, weighing its brain and all its parts. He had done this with thirty breeds, from the smallest to the great St. Bernard.

Professor Packard, of Salem, gave twenty-five lectures on crabs, lobsters, marine worms and the insects of the island. He is the author of the best work yet published on American insects.

Professor Guyot lectured on physical geography; Dr. Brewer, of Boston, on birds; Professor B. Waterhouse Hawkins, on the principles of art in Natural History and drawing from Nature, and Mr. Bicknell, of the museum, here, gave practical instruction in the use of the microscope.

The professors had books, and most of the students brought them, but the great point was to teach the students to study from Nature and not from books. Professor Agassiz's method is most

clear and philosophical without being tedious. This school will be a great power in elevating the standard of instruction among teachers of the country. When asked to name a fish, insect or animal, Professor Agassiz always refuses until the student can so minutely describe it that he can correctly name it from this description. And, as a first step, the student is taught to draw the object to be studied, and to note in this exercise all its peculiarities. This is enjoined as essential to good teaching.

An incident or two may be given here to show how entirely Professor Agassiz is given up to the cause of science—unselfishly, and for the benefit of his adopted country. A small dinner-party was recently made on his birthday by his son-in-law, Mr. Quincy Ward. The social hour past, he was presented by this son and daughter with \$100,000, and by his own son with \$20,000. This will be used exclusively in the cause of science. Nothing rare

escapes his notice. He has just purchased a small fossil (four inches long) *ptero-dactyle*, sending to Germany for it, at a cost of \$600.

The set of anatomical drawings by Comte, of Nantes, and of zoological ones by Patterson, of London, the only sets in the country—both poor—have been used at Penikese. It will take four artists a year to make, under Professor Agassiz's direction, such a set as he absolutely needs for Penikese, and one which will surpass anything of the kind which could be made in the old world. He has his artists engaged, and the set will be made in four parts, to cost at least \$60,000. Is there not some wealthy man in New York who will enable him to add these to the school by the time the next session opens?

Professor Agassiz is literally exhausted by the hard work of the summer, and goes to the mountains for a week or ten days, where neither letters, books, nor friends can reach him—for entire rest.

O. C. G.

THE WARM FULL MOON.

Poets have so long sung of the cold, chaste moon, pallid with weariness of her long watch upon the earth (according to the image used alike by Wordsworth and Shelley), that it seems strange to learn from science that the full moon is so intensely hot that no creature known to us could long endure contact with her heated surface. Such is the latest news which science has brought us respecting our satellite. The news is not altogether unexpected; in fact, reasoning had shown, long before the fact had been demonstrated, that it must be so. The astronomer knows that

the surface of the moon is exposed during the long lunar day, lasting a fortnight of our terrestrial time, to the rays of a sun as powerful as that which gives us our daily heat. Without an atmosphere to temper the sun's heat as ours does,—not, indeed, by impeding the passage of the solar rays, but by bearing aloft the cloud-veil which the sun raises from our oceans—the moon's surface must become intensely hot long before the middle of the lunar day. Undoubtedly the want of an atmosphere causes the moon's heat to be rapidly radiated away into space. It is our atmosphere which

causes a steady heat to prevail on our earth. And at the summits of lofty mountains, where the atmosphere is rare, although the midday heat is intense, yet so rapidly does the heat pass away that snow crowns forever the mountain heights. Yet, although the moon's heat must pass away even more rapidly, this does not prevent the heating of the moon's actual surface, any more than the rarity of the air prevents the Alpine traveler from feeling the action of the sun's direct heat even when the air in shadow is icily cold. Accordingly, Sir John Herschel long since pointed out that the moon's surface must be heated at lunar midday—or rather, at the time of lunar mid-heat, corresponding to about two o'clock in our afternoon—to a degree probably surpassing the heat of boiling water.

Such, in point of fact, has now been proved to be the case. The Earl of Rosse has shown, by experiments which need not here be described, that the moon not only reflects heat to the earth (which of course must be the case), but that she gives out heat by which she has been herself warmed. The distinction may not perhaps appear clear at first sight to every reader, but it may easily be explained and illustrated. If, on a bright summer's day, we take a piece of smooth, but not too well polished metal, and by means of it reflect the sun's light upon the face, a sensation of heat will be experienced; this is reflected sun-heat: but if we wait while so holding the metal until the plate has become quite hot under the solar rays, we shall recognize a sensation of heat from the mere proximity of the plate to the face, even when the plate is so held as not to reflect sun-heat. We can in succession try,—first, reflected heat alone, before the metal has grown hot;

next, the heat which the metal gives out of itself when warmed by the sun's rays; and lastly, the two kinds of heat together, when the metal is caused to reflect sun-heat, and also (being held near the face) to give out a sensible quantity of its own warmth. What Lord Rosse has done has been to show that the full moon sends earthwards both kinds of heat; she reflects solar heat just as she reflects solar light, and she also gives out the heat by which her own surface has been warmed.

It may perhaps occur to the reader to inquire how much heat we actually obtain from the full moon. There is a simple way of viewing the matter. If the full moon were exactly as hot as boiling water, we should receive from her just as much heat (leaving the effect of our atmosphere out of account) as we should receive from a small globe as hot as boiling water, and at such a distance as to look just as large as the moon does. Or a disk of metal would serve equally well. Now, the experiment may be easily tried. A bronze halfpenny is exactly one inch in diameter, and as the moon's average distance is about 111 times her own diameter, a halfpenny at a distance of 111 inches, or three yards and three inches, looks just as large as the moon. Now let a halfpenny be put in boiling water for a while, so that it becomes as hot as the water; then that coin taken quickly and set three yards from the observer will give out, for the few moments that its heat remains appreciably that of boiling water, as much heat to the observer as he receives from the full moon supposed to be as hot as boiling water. Or a globe of thin metal, one inch in diameter and full of water at boiling-heat, would serve as a more constant artificial

moon in respect of heat supply. It need not be thought remarkable, then, if the heat given out by the full moon is not easily measured, or even recognized. Imagine how little the cold of a winter's day would be relieved by the presence, in a room no otherwise warmed, of a one-inch globe of boiling water, three yards away! And by the way, we are here reminded of an estimate by Prof. C. P. Smyth, resulting from observations made on the moon's heat during his Teneriffe experiments. He found the heat equal to that emitted by the hand at a distance of three feet.

But after all, the most interesting results flowing from the recent researches are those which relate to the moon herself. We cannot but speculate on the condition of a world so strangely circumstanced that a cold more bitter than that of our Arctic nights alternates with a heat exceeding that of boiling water. It is strange to think that the calm-looking moon is exposed to such extraordinary vicissitudes. There can scarcely be life in any part of the moon—unless it be underground life, like that of the Modoc Indians (we commend this idea specially to the more ardent advocates of Brewsterian ideas respecting other worlds than ours). And yet there must be a singularly active mechanical process at work in yonder orb. The moon's substance must expand and contract marvellously as the alternate waves of heat and cold pass over it. The material of that crater-covered surface must be positively crumbling away under the effects of these expansions and contractions. The most plastic terrestrial substances could not long endure such processes, and it seems altogether unlikely that any part of the moon's crust is at all plastic. Can we

wonder if from time to time astronomers tell us of apparent changes in the moon,—a wall sinking here or a crater vanishing elsewhere? The wonder rather is that the steep and lofty lunar mountains have not been shaken long since to their very foundations.

Our moon presents, in fact, a strange problem for our investigation. It is gratifying to our terrestrials to regard her as a mere satellite of the earth, but in reality she deserves rather to be regarded as a companion planet. She follows a path round the sun which so nearly resembles that pursued by the earth, in shape as well as in extent, that if the two paths were traced down on a quarto sheet it would not be easy to distinguish one from the other. Our earth is simply the largest, while the moon is the smallest of that inner family of worlds over which the sun bears special sway, nor does Mercury exceed the moon to so great a degree in mass and in volume as the earth or Venus exceeds Mercury. Yet the moon, with her surface of fourteen million square miles, seems to be beyond a doubt a mere desert waste, without air or water, exposed to alternations of heat and cold which no living creature we are acquainted with could endure; and notwithstanding her position as an important member of the solar system, as well as the undoubted fact that in her motions she obeys the sun in preference to the earth, she has nevertheless been so far coerced by the earth's influence as to be compelled to turn always the same face towards her larger companion orb, so that not a ray from the earth ever falls upon fully five millions of square miles of the farther lunar hemisphere. A waste of matter here, we might say, and a waste of all the energy which is represented by the moon's

motions, did we not remember that we can see but a little way into the plan of Creation, and that what

appears to us waste may in reality be an essential and important part of the great scheme of Nature.

OBSERVING THE TRANSIT.

The approaching transit of Venus will be observed and chronicled in a manner more thorough than has yet distinguished any similar feat of science. England has made elaborate preparations, France and Germany are also getting ready and even Russia, hitherto less interested in these affairs, is coming forward with a large and effective force and a well contrived plan. Each country has chosen its stations and the harmony of their arrangements will cause the most complete and accurate consummation of the important observation. At the Washington Observatory the plans are nearly perfected and the contribution of our country to the common cause will be worthy our name. Eight parties of five persons each will be despatched, four to stations in the southern hemisphere and the others to the northern. Those going south of the equator will leave New York next Spring in a naval vessel specially prepared and fitted for their accommodation, while others will probably proceed to their stations by mail steamers. The posts in the southern hemisphere will be on the Kerguelan Islands, Auckland and Van Diemen's land. In the northern, the stations will be located at Yokohama, Nagasaki, Shanghai and near the Siberian border. After the transit the observers in the southern hemisphere will be collected by government ships, transported to Japan, and sent home by the mail steamer. The whole expedition will probably occupy a year at least. Each party will contain astronomers and pho-

tographers, with complete equipment and apparatus for obtaining perfect observations and a record of the transit. Professor Harkness will have charge of the parties and observations in the southern hemisphere, and Professor Newcomb of those in the northern. The object of the observations, for which Congress has appropriated \$150,000, is to determine more accurately the distance between the earth and sun, and the professors at the head of the expedition expect to be able to settle the distance within half a million of miles.

Of all the planets, only Mercury and Venus, having orbits within the orbit of the earth, can present this phenomenon. The transit of the latter planet is vastly the more important, being the only accurate means of determining the distance from the earth to the sun. These transits recur at intervals of alternately 8 and $105\frac{1}{2}$ and 8 and $121\frac{1}{2}$ years. The last instance occurred, therefore in 1769 and though observed with great care and all the means then known to science, and though by that observation the solar parallax as now received was determined, yet the more intricate methods and finer instruments of the present time are expected to do the work much more satisfactorily and perhaps materially change the results then obtained. By the appliances of photography alone, the transit can be pictured with the utmost exactness, and a permanent view of the positions and appearance of the moving bodies be preserved, from which to deduct valuable conclusions.

OCEAN STEAMSHIPS.

(COMPARATIVE) LENGTH AND TONNAGE OF THE ENGLISH, FRENCH AND GERMAN STEAMSHIPS.

As a matter of interest we print a statement of the various length and tonnage of the English, French, and German steamships now running regularly across the Atlantic. The figures will show the relative average measurements of the various lines.

The list was prepared for the *N. Y. Times*, from statements furnished by the several resident agents, and with the assistance of *Lloyd's American Register*. The names and dimensions of all steamships now in the trade are given. A new steamship, named the *Montana*, is to be added to the Guion line. The *Britannic*, of the White Star line, will arrive here soon. The *England*, of the National line, is now at Liverpool undergoing reconstruction. She is to be lengthened, and new boilers, &c., will replace the present ones. The French, Baltic Lloyd, and Cardiff lines will also shortly add new steamers to their several fleets. The new steamship, *Pennsylvania*, the pioneer of the State line, between New York and Glasgow, is expected here before long.

The following is the table referred to:

Name of Steamship.	When Built.	Length.	Tonnage.	Name of Steamship.	When Built.	Length.	Tonnage.
ANCHOR LINE.				HAMBURG LINE.			
Anglia.....	1870	ft. in.		Frisia.....	1872	ft. in.	
Australia.....	1870	325 3	2,142	Germania.....	1871	350 3	3,500
Alexandria.....	1870	300 5	1,630	Hammonia.....	1867	327 0	3,000
Assyria.....	1871	300 5	1,630	Hol-atia.....	1868	300 0	2,900
Caletonia.....	1871	300 0	2,093	Saxonia.....	1858	450 0	3,500
California.....	1872	361 5	3,287	Silesia.....	1859	333 0	2,000
Castalia.....	1873	306 6	2,200	Teutonia.....	1856	340 0	3,000
Columbia.....	1867	283 3	1,698	Thuringia.....	1870	287 3	2,400
Europa.....	1868	290 4	1,701	Vandalia.....	1871	340 0	3,000
Iowa.....	1864	315 0	2,114	Westphalia.....	1868	320 4	3,000
Ismalia.....	1870	300 5	1,630	NORTH GERMAN LLOYD'S LINE.			
India.....	1869	311 6	2,166	America.....	1863	320 0	2,975
Italia.....	1873	320 0	2,451	Bremen.....	1858	318 0	3,342
Olympia.....	1872	307 1	2,051	Douau.....	1868	365 0	3,342
Trinacria.....	1871	330 0	2,291	Deutschland.....	1866	328 0	3,252
Victoria.....	1872	360 0	3,242	Hansa.....	1861	346 8	3,325
CUNARD LINE.				Hermann.....	1865	332 9	3,120
Abyssinia.....	1868	363 5	3,000	Hanover.....	1869	318 0	2,584
Algeria.....	1870	363 8	3,047	Koin.....	1870	293 0	2,582
Calabria.....	1857	331 7	2,814	Mosel.....	1872	360 0	3,562
Cuba.....	1864	338 2	2,832	Main.....	1868	365 0	3,342
Java.....	1865	337 1	2,960	New York.....	1858	318 0	2,688
Parthia.....	1870	370 5	2,650	Rhein.....	1868	332 0	3,342
Russia.....	1867	358 0	3,187	Strasbourg.....	1872	350 0	3,071
Scotia.....	1862	379 0	3,898	Weser.....	1867	357 0	3,252
Aleppo.....	1865	292 5	2,630	GUION LINE.			
Atlas.....	1860	276 9	1,700	Idaho.....	1860	345 3	3,090
Batavia.....	1870	327 4	2,374	Manhattan.....	1866	335 0	2,975
China.....	1862	326 2	2,550	Minnesota.....	1867	335 4	2,975
Hecle.....	1871	338 7	2,160	Nevada.....	1869	345 6	3,090
Kedar.....	1860	275 8	1,677	Wyoming.....	1870	366 2	3,336
Malta.....	1865	303 1	2,237	Wisconsin.....	1870	366 0	3,729
Marathon.....	1860	274 0	1,690	WHITE STAR LINE.			
Morocco.....	1861	275 5	1,677	Adriatic.....	1872	450 0	3,692
Olympus.....	1860	340 0	2,183	Baltic.....	1871	420 0	3,535
Palmyra.....	1866	290 8	2,008	Celtic.....	1872	437 0	3,883
Samaria.....	1868	320 6	2,403	Oceanic.....	1871	440 0	3,707
Siberia.....	1867	320 0	2,339	Republic.....	1872	437 0	3,707
Sidon.....	1861	275 8	1,677	NATIONAL LINE.			
Tarifa.....	1865	292 5	2,039	Canada.....	1872	391 6	4,276
Trinidad.....	1872	307 5	1,752	Denmark.....	1866	342 0	3,724
INMAN LINE.				England.....	1865	357 0	3,441
City of London.....	1863	374 0	2,975	Erin.....	1864	370 0	4,040
City of Montreal.....	1871	432 0	4,451	Egypt.....	1871	450 6	5,089
City of Bristol.....	1870	349 4	3,000	France.....	1867	394 0	3,676
City of Brussels.....	1871	413 0	3,706	Greece.....	1872	390 7	4,310
City of Brooklyn.....	1869	375 0	2,911	Holland.....	1872	395 0	3,847
City of Paris.....	1866	416 0	3,681	Helvetia.....	1864	371 6	3,976
City of New York.....	1866	390 0	3,000	Italy.....	1871	400 0	4,341
City of Antwerp.....	1867	350 0	2,400	Queen.....	1865	381 0	4,471
City of Baltimore.....	1855	315 0	2,322	Spain.....	1871	437 0	4,871
City of Limerick.....	1855	340 0	2,540	BAL TIC LLOYD LINE.			
City of Washington.....	1865	377 0	2,806	Er. M. Arndt.....	1873	425 0	2,500
FRENCH LINE.				Franklin.....	1871	250 0	2,000
Pereire.....	1866	371 0	3,014	Humboldt.....	1871	250 0	2,000
St. Laurent.....	1867	375 0	3,000	CARDIFF LINE.			
Ville du Havre.....	1873	423 0	5,086	Glamorgan.....	1872	335 0	2,500
Ville du Paris.....	1867	371 0	3,014	Pembroke.....	1873	335 6	1,317
Washington.....	1869	340 0	3,284	GREAT WESTERN LINE.			
HAMBURG LINE.				Great Western.....	1872	276 0	1,543
Allemania.....	1865	320 0	3,000	Arragon.....	1871	235 6	1,317
Bavaria.....	1856	280 0	2,400	NORWEGIAN LINE.			
Borussia.....	1855	307 7	2,400	St. Olaf.....	1871	294 2	1,935
Umbria.....	1867	329 6	3,000				

The Compass in Iron Vessels.

In a communication to the *Boston Globe*, Capt. R. B. Forbes speaks as follows of the loss of the *Atlantic* and the *City of Washington*: "There can be no question as to the fact that bad judgment was the cause of the loss of these ships, and in one of them so many lives. But the immediate cause, as I think, in both cases, was the ignorance on the part of the commanders of the fact that the compass, in iron vessels, is much affected in certain localities on the coast of Nova Scotia and in the Gulf of St. Lawrence. They placed too much confidence in the correctness of their table of errors, by which, under ordinary circumstances, they could tell very nearly how to steer in thick weather; they could not verify their courses by celestial observations by reason of fog, and they neglected to verify their position by the lead. Under the circumstances in which the *Washington* was placed, the Captain was culpably negligent in running so far to the north—his compass was in error and he lost his ship. In 1858 I had some correspondence with an intelligent captain, Wm. Grange, of the *North American*, iron steamer, running between Liverpool and the St. Lawrence in Summer, and to Portland in Winter. I quote from his letter of March 23, 1858, dated at Portland, viz.: "The *North America's* compasses were last corrected by Gray, of Liverpool, but we have found in our trade all corrected compasses to be perfectly useless. We carry a compass at the mizzen-mast head, which is at all times correct. It will be a great boon if Capt. Morris has found a cure for local attraction in iron ships. I have paid considerable attention to the compasses, keeping a register of four

—masthead, binnacle, poop, and bridge—corrected by magnets, but these were so erratic we gave it up in despair. They were generally correct in the Irish channel, and until about 30° west; thence to Quebec they were quite useless. I have seen the binnacle compass stick at south-east going up the gulf. I have not the least doubt that compasses adjusted by Morris may be correct for the coasting trade but, if he employs magnets, I doubt his method proving true on the Gulf of St. Lawrence and Straits of Belleisle." Considering this a remarkable statement, especially as to the reversion of the compass going up the St. Lawrence, I sent Capt. Grange's letter to a friend of high scientific and practical standing in our navy, and asked for a solution. Here is his answer: "In the Gulf of St. Lawrence the dip of the needle, owing to the proximity (comparatively speaking) to the magnetic pole of the northern hemisphere, must be very considerable; and as the local attraction is known to increase with the dip, this, I take it, is sufficient to account for the uselessness of the compass corrected by magnets in England—of which Capt. Grange speaks—or it is quite probable that the magnetic poles of the iron of his ship, imbued with induced magnetism, instead of remaining in a vertical condition, became very oblique to the horizon, and increased in intensity; or, it may be that the line passing from one pole to the other still maintained its verticality to a certain extent, and that the magnetism itself only increased essentially in power. In either case the compasses would become next to useless, the compass at the masthead being beyond the influence of the induced magnetism of the iron of the ship; hence the reason that it was at all times cor-

fect." I think the readers of these lines will appreciate my motives for publishing them, and I trust their publication will have a good effect on the navigation of some of the many iron steamers now running, some of which may be commanded by men who have not studied local attraction so much as Capt. Grange. The truth is that in spite of corrections, applied in England, whereby our iron ships may be safely navigated in a given course approximately west south-west and east north-east, when they come to head more to the north or south by several points on the American coast, their corrections, good on the coast of England, are valueless in some ships. It is well known that the heeling of the iron ship, the rolling, the pitching, the concussion of the waves, have an important effect upon the compass—hence, nothing but constant observations of the sun at noon and the North star can insure a correct course."

Norway.

The reason which has long been given to account for the climate of Norway has been the influence of the "Gulf Stream" which taking rise in the Gulf of Florida was supposed to bear upward the heat of the tropics, imparting warmth to water and air until it broke on the barriers of Northern Europe, saving Norway from the natural but hard consequences of having to stay so near the North Pole!

Of late scientific men scoff at this theory, but until it can be disproved, and some better cause assigned, it is best to conclude that Florida sends every year warm greetings to her frozen sister Norway, and begs her to accept some of the superfluous heat over and above what is needed to ripen

oranges, raise alligators, and cure poor bronchial ministers from the northern states! Florida's warm fingers clasp Norway's frozen toes! So much for the position and climate of Norway, which must be understood before the people and their lives can be appreciated.

Owing to the fact that Norway is almost entirely seacoast, the inhabitants have been for long ages remarkable for courage, hardy endurance, and willingness to venture upon the unknown dangers of the sea, feeling, perhaps, that their risk could not be greater than that to which their lives had been exposed in fishery at home. Nearly the whole population of Norway depend in one form or another upon the profits of fisheries, for fish is the staple crop of this remarkable country. During the stormy months of February and March, there is a general rendezvous on the islands of fishermen watching for the vast schools of herring and cod which seek shelter for the season of their incubation. Sixteen million large cod are taken every year, and smaller fish in unknown quantities. It is a curious instance of international history that the papal lands of southern Europe are dependent, to a great extent, on Norway for the enormous supply of fish which is required for the Lenten season, while such luxuries as fruits and gay silk kerchiefs, which they return to the simple northern people give some taste of luxury, and color, and art.

In ancient times, the imaginative epoch of the world's history, great mystery attached to the "far north." It was the mythical birth-place of light and day. There is surely much to account for the belief when we think of the solemn splendors of the aurora borealis peculiar to arctic countries, and of the long days and nights when the sun

never sets or rises for months, and at the usual midnight hour is seen hanging like a fiery ball in the heavens. To the Greeks "the north" was also the happy hyperborean region where sickness and death were unknown, and simple, peaceful men and women lived and loved, undisturbed by the fierce passions which burned in southern blood; and in the ripeness of old age they did not die, but crowned with flowers took leave of the world by plunging headlong from the mountain peaks into the sea. Happy Hyperborea! to most mortals thou liest in some unknown region—always far off!

Bayard Taylor, who has recently written a Norwegian poem, puts into the mouth of his hero Lars, a sentiment which may be accepted as characteristic of the deep affection which the inhabitants of that country feel for their peculiar and wonderful land:

"I do confess

I love old Norway's bleak tremendous hills,
Where winter sits, and sees the summer burn,
In valleys deeper than you cloud is high:
I love the ocean-arms that gleam and foam
So far within the bosom of the land.

"I do confess to thee

I love the frank, brave habit of the folk,
The hearts unspoiled, though fed from ruder
times,
And filled with angry blood: I love the tales
That taught, the ancient songs that cradled me,
The tongue my mother spake unto the Lord
Upon the lips of prayer."

Christian Weekly.

The Young Sailor.

A young sailor in the dress of a midshipman in the navy, some years ago, entered a shop in one of our seaport towns, at which his ship was stationed. The owner was standing behind the counter when her customer entered, who, going towards her in a merry and sailor-like way, said, "I say, missus, have you got any songs to sell?"

"No, sir, I have not," was her answer.
"Humph! have you got any music paper then?"

She produced the paper he asked for, and, whilst he was looking at it, she remembered that she had some copies of "Divine Songs," by Dr. Watts, which she thought she would offer to him, though knowing that they were quite different to what he had asked for; so, showing him a copy, she said, "Here are some songs, sir, if you would like them."

He took the book from her hand, and read the title aloud, "'Divine and Moral Songs, by I. Watts, D. D.' What does Divine mean—religious?"

"Yes, sir," was the quiet answer.

"Then I don't want them," said he flinging down the book. After a moment's pause he added, "But you may put me up some of this music paper."

"Sir," said the good woman, "if you will allow me to do so, I shall have much pleasure in putting up this book with your music paper."

"Well! you're a pretty woman to keep a shop: how can you ever expect to make your fortune, if you give away your things like that?—but there you may put them up if you like." So the "Songs" were folded up with the music paper; and the young sailor, with a few merry, kind-hearted words, went away.

As soon as he had left her shop, its owner fastened her door, and went upstairs to pray that God's blessing would rest upon the little book she had placed in that young sailor's hand.

Years flew on—six years, seven—still was the good woman found behind her counter, not slothful in business, but fervent in spirit, serving the Lord. Ten years—twelve years—passed away, when one day there entered her little shop a lieutenant in Her Majesty's navy, who going up to the counter, inquired if she had any of the "Divine Songs," by Dr. Watts.

On being told that she had, he said, "I will buy all that you have in the

shop." Much surprised, she, however, began to do as desired; and, whilst she was tying them up, the lieutenant said, "You do not remember me, I think, do you?"

"No, sir, I do not remember ever to have seen you before."

"Do you remember that, twelve years ago, a midshipman came into your shop, and bought some music paper, and that you gave him with it a copy of the 'Divine Songs?'"

"Yes, sir, now that you mention it, I do indeed remember it very well;" and she also thought, but did not say, how she had afterwards earnestly prayed for him to whom she had given it.

"Well," continued he, "I am that young midshipman, and that little book has been, through the blessing of God, the means of saving my soul; and now I will tell you how it was. Some little time after I was here, we went to sea; but before long we were in a fearful storm, such a storm as I have never been in, either before or since: we were in great danger; and even the oldest man among us thought every moment that the ship would go down, in which case every man on board must have perished. I was in great alarm. Death was staring me in the face, and I knew not what to do. At this moment I remembered the little book you had given to me, and which I had put away in my locker. So I went to fetch it; for I had an idea, that should I die with it in my hand, I should be safer than without it. On looking at it, my eye fell on the hymn, beginning with the words,—

'There is beyond the sky
A heaven of joy and love;
And holy children, when they die,
Go to that world above.'

"The words seemed strange, and different to what I had heard for some time, and I read the next verse,—

'There is a dreadful hell,
And everlasting pains;
Where sinners must with devils dwell,
In darkness, fire and chains.'

"O my God," I exclaimed, quite for-

getting in that hour of danger, and in the deep, bitter agony of my soul, that a fellow-officer was standing by me, 'O my God! I shall then go to hell.'

"But the storm passed away, and we lived. Things went on again in the ship just as they had done before; but I could not forget that fearful night, or the solemn thoughts that it had brought to me; and often did I find an opportunity for looking at my little book, and there I read of an Almighty God, in whose sight our most secret actions lie open, and every sin that we commit; and then I trembled, for I remembered that fearful night, and what my feelings then were, as one after another of my thoughtless or sinful words or deeds came back to my memory. But then, a few verses on, I came to the words—

'And let His blood wash out my stains,
And answer for my guilt.'

At another time I should have laughed at any of my shipmates, who should think so much of a book written for children; but now I longed for nothing but to know how I could find peace, and earnestly did I pray that the Spirit of God, who, I read, could teach us and show us of these great truths, would indeed be pleased to help me. My prayers were answered, and I was able to feel that Jesus was my Saviour.

"There was no real Christian on board; and I had no Bible with me, nor could I get one until we again put into port: so you may think how much I valued the hymns, which taught me all I then knew of the Gospel.

"Being once more in this town, I felt that I must call and tell you of the blessing that your gift has been to me; for I know how you would rejoice to hear that it was the means, through the influence of God the Holy Ghost, of awakening a soul from the sleep of death, and of leading him to that precious Saviour, who was made 'sin for us, who knew no sin; that we might be made the righteousness of God in Him.'"

**“Very Weak; but Please God, We
Will Weather It All.”**

This simple, comprehensive and sublime expression of faith in a merciful Providence is from John Herron, who went out from New York on the *Polaris* as steward of the ship. In his examination, as his evidence in reference to the adventures of Captain Tyson and his party on their ice floe, he submitted his diary of that wonderful cruise. In perusing this diary the reader cannot fail to be deeply interested in the plain, unvarnished and thrilling story, and particularly in the terrible trials which call up from the believing heart of John Herron such a strength-giving assurance as this—“Very weak; but, please God, we will weather it all.”

On the 15th of October last, expecting the ship to go down every minute, the crew, after the women and children had been brought out, were engaged in discharging the provisions, &c., upon an ice floe to which the ship was made fast, and next they were bringing off the boats. While yet engaged in these preparations for abandoning the ship a large iceberg came drifting down, and, striking the floe shivered it to pieces, freed the ship, and, in the gathering darkness, it was out of sight in five minutes. The nineteen souls adrift on different pieces of ice, were, however, soon reunited on the main floe, but most of their provisions were lost or adrift. Six days afterwards some valuable supplies were recovered; and in reference to this stroke of good fortune Herron says: “We returned to headquarters weak, but thankful to God, and had a good supper.” On the 3rd of November they gave up the hope of working to the land. They were hopelessly adrift and must go

where the wind and wave would carry them. Yet, with their memories of home, they did not forget its holiday festivals. So on Thanksgiving Day they had an extra dinner, including mock turtle soup, and on Christmas they had “quite a feast.”

The alternations from abundance to short rations, and from fasting to good feeding, were frequent on the voyage. The Esquimaux, Joe and Hans, were, in all their straits, the food providers of the party. It was well that they were supplied with warm sealskin clothing; that they had their boats for emergencies of danger; that they had cooking utensils; that their ice floe was large enough to admit of the building thereon of several comfortable snow houses; that they had some good rifles and plenty of ammunition saved in good order, but it was particularly fortunate for the party that they had with them those experienced Esquimaux hunters, Joe and Hans, as their “bread winners.” The steward naturally delights in their achievements, for in every emergency of famine, Joe or Hans or both of them came in with their seals, doveskins, oogjook or a bear to prove they were equal to the crisis. Thus speaks John Herron on these occasions;—“Hans brought in a seal to-day. Thank God, for we were very weak. God sent that seal to save us. Thanks to his holy name. It has been so all the time. Just as we were played out something came along.” Again, “Joe shot an oogjook, plenty of meat and oil. Good Sunday’s work dragging the fine fellow to the hut and thanking God for all his mercies.” Again, April 22nd, when the party were nearly starved, Joe and Hans secured the prize of a bear. Says John Herron, gushing over with rapture:—“Along

came Bruin, thinking he was coming to a meal instead of furnishing one. Click, bang! went two rifles, and down went Bruin, to save a lot of starving men. The Lord be praised."

This is the sublime moral of Herron's diary. It is that faith which brought the living water from the rock in the wilderness; that faith which St. Paul defines as "the substance of things hoped for and the evidence of things not seen"—that faith which can remove mountains.

The Life Boat.

A few days since, I was sailing on the Frith of Clyde, when I witnessed a scene which I shall never forget. It brought so many precious truths of the gospel, in fresh power, before my mind, that I feel led to write a brief account of it for the benefit of others.

Our steamer came in collision with a small fishing boat, and knocked in the side of it, so that it began to fill rapidly. There were two fishermen on board the small boat. One of these was an old man, whose hat was thrown into the water by the shock. His gray locks floated in the wind, he stretched out his hands towards the steamer, and cried, in piteous accents, for help; while his companion endeavored, with all his might, to bale out the water which was fast sinking their little boat. It was truly a solemn scene. Two immortal souls trembled on the very brink of eternity. Not a moment was to be lost. Quick as thought, the sailors on board the steamer lowered the life-boat, and rowed rapidly toward the drowning men, while all on deck looked on with breathless interest. Never have I beheld aught so solemn or so interesting. Each second seem-

ed like an hour, while the sailors were making their way to the sinking boat. Through mercy, they reached it, just as it was about to go down, and took the two poor fishermen on board.

Oh! thought I, what a figure of Christ is that life-boat! The God of all grace beheld poor sinners about to sink, not beneath the waters of the Frith of Clyde, but beneath the eternal surges of the lake of fire. There they were, vainly struggling and toiling, in the broken boat of their own righteousness. The waters of death were rapidly rising around them, and nothing that they could do was of any value whatever. Death and judgment stared them in the face. What was to be done? Redeeming love let down from the throne of God, *a perfect life-boat*, in order that perishing sinners might be saved. That life-boat is Jesus, who, in the energy of divine love, made His way down from the bosom of God into the very midst of man's ruin—took the sinner's place on the cross—bore the sinner's curse—died the sinner's death—paid the sinner's ransom—secured the sinner's salvation, so that all who believe in His name might be eternally saved.

But let us look at one or two of the leading points in the touching scene of the life-boat.

I. The sailors let down the life-boat and rowed towards the drowning men, just because they were drowning. Had they not been in that condition, there would have been no need. None but drowning men need a life-boat. They alone know the need of such. The very thing that drew the sailors to them was their perishing condition. The fishermen did not say, "Oh! we are too far gone; our boat is too much broken; we are not fit to get into the life-boat; we must wait until we mend our boat, and then

we shall have a right to get in; no one could think of being saved so easily as that; we must bale out a little more water; we must do what we can to help ourselves, and then, it may be, you sailors will back us." They never thought of reasoning thus. The case was quite simple. A life-boat is for drowning men, and drowning men are for a life-boat. To wait to be aught but a drowning man, would be to wait to be unfit for a life-boat. Thus it was with the fishermen, and thus it is with us. A Saviour is for the lost; and the lost are for a Saviour. They are fitted for each other. If I am not lost—totally,—hopelessly lost, I do not want a Saviour. It is my lost state that makes me fit for Christ; and the more I feel *it*, the more I shall value *Him*. The nearer the fishermen were to drowning, the more they valued the life-boat. They did not reason about the matter. Men never reason when eternity, with all its dread realities, stares them in the face. It was simply a question of life or death, of going to the bottom in a broken boat, or going to shore in a life-boat.

Thus it was with the poor fishermen, and thus it is with us. There is no use arguing or reasoning. We are lost—ruined—guilty—undone. We have not to wait to know that we are lost; we are lost already, and Christ has died to save us. There is full salvation in Him for the lost, the ruined, the guilty, the undone. To wait to be anything else, is to put ourselves without the range of Christ's mission, for "the Son of man is come to seek and to save that which *is* lost." (Luke xix. 10.)

II. It was not the efforts or the cries or the entreaties of the drowning men that saved them, or that formed any part of their salvation. *It was the life-boat that saved them,*

and nothing else. Their efforts, cries, and entreaties only proved that they were drowning; they neither saved nor helped to save them. The effort to bale out the water proved that their boat was broken. No such effort was needed in the life-boat. When they found their place in the latter, they glided calmly and thankfully over the very billows which, just before threatened to swallow them up.

Thus it was with the fishermen, and thus it is with us. Our boat is broken. It cannot keep out the waters of death and judgment. We may struggle, cry, pray, labour; but, all the while, we are in a broken, sinking boat. *Our condition* is bad, and we cannot make it better. We must get into the life-boat. Christ has wrought out a full, perfect, and everlasting salvation for lost sinners, and God "commandeth *all men, every where*," to rest in that—"to change their mind," and find their ALL in Christ, now, henceforth, and for ever. (Acts xiii. 26—39; xvii. 30, 31.)

III. When the fishermen got into the life-boat, *they knew they were in it.* They were not hoping, or desiring, or praying, to be in it. They knew they were in it, and they rejoiced to be in it. They felt sure they had passed from a broken boat into a sound one. Hence, had any one asked them if they were at rest, as to their condition, they could, at once, have said "yes." They would not have said, "we fear we do not value the life boat as we ought or feel as grateful to our deliverers as we ought, and we are afraid we are not just what we should be." All this might be true. Their feelings might be defective. They might be very far short of what they ought to be; but their feelings had nothing whatever to do with their salvation.

They were not saved by their feelings, but by the life-boat. True, they had confidence in the life-boat, else they would not have got into it. It had been brought so very near to them that they could say, "we have seen with our eyes, we have looked upon, and our hands have handled" it. Moreover, they had "the record" of those already on board, to assure them of the reality of the salvation of all who would put their trust in the life-boat.

Thus it was with the fishermen, and thus it is with us. Our feelings have nothing to do with the ground of our salvation and peace. CHRIST HAS DONE ALL. He has finished the work. He has put away sin by His precious blood. He has satisfied God's claims with respect to sin, and manifested His perfect love to the sinner. "Mercy and truth are met together; righteousness and peace have kissed each other," in the perfect work of the Lord Jesus Christ. Every one who believes this precious record is "justified from *all* things" — he has peace with God — he stands in grace — and he hopes for glory. (Rom. v. 1, 2.) He sees that all that was against him has been fully met by Christ — that the death and judgment which threatened him have been borne by Christ in his stead, and that nothing remains for him but to enjoy cloudless favor, now, and look for cloudless glory, hereafter.

Reader, I cannot close this paper, without making a solemn, pointed, yet affectionate appeal to your heart and conscience, in the presence of God. Let me ask you, then, how is it with your precious soul, at this moment? *Are you in the life-boat, or are you not? Which? Oh! which? Be honest with yourself. Remember, there is no such thing as being half in and half out.*

You are wholly in or wholly out. If you are in Christ, you are as safe as He is; but if there is the thickness of a gold leaf separating you from Him, you have no life in you. If you ask, what is the meaning of being in Christ? The answer is very simple. What was the meaning of being in the life-boat? Cease from your own doings, and rest in what Christ has done. Believe what God says, because He says it. "Believe on the Lord Jesus Christ and thou shalt be saved, and thy house." (Acts xvi. 31.) Christ is the true life-boat which can carry the believer safely over the stormy billows of time and land him in the haven of eternal rest and glory.

God grant my beloved reader may, now, rejoice in that PERFECT LIFE-BOAT!

C. H. M.

The Watchers.

The joy felt in heaven for the rescue of a single soul is something higher than we have any conception of. A faint idea of this was conveyed to me by a friend in Scotland, who had witnessed a deeply interesting scene in one of its bays.

In a dark wild night a small fishing-boat was expected back; there was no light-house to guide its course; the wind howled, the storm raged, and the surf dashed madly over the bar of the harbor. Gathered round the bay, on every available spot of ground from whence a glimpse of the boat might be obtained, were all the inhabitants of the hamlet. At first they seemed powerless, but quickly beacon fires were kindled on both sides of the harbor, which was very narrow at its entrance. Fresh fuel was placed on these occasionally; those who fed the fires never flag-

ged, those who watched seemed never weary.

An intense, and almost breathless, suspense held the assembled multitude, as, out at sea, might be seen at times a little black spot, now seen for a moment, now again hidden from view in the hollow of the waves. The boat approached nearer the dangerous coast; there was little, very little chance of its escape. Expectation was strained to the utmost when the boat appeared on the crest of a wave almost in the harbor. One moment, would decide the doom of the brave men who were toiling for life in the midst of the danger, and in the presence of those they loved. It was agony. At last the waves seemed to rise to an immense height, and the boat, which was but a plaything in their giant grasp, was hurled safely into harbor. A woman, whose nerves had been strained to the utmost, was standing beside my friend. Now that all was safe, she uttered the cry, "He is saved! he is saved!" and fainted away. It was a wife's cry.

We are at best only as the watchers on that bay; but we may light the fires, and give to those who are in danger of perishing some intimation of where there is safety for them, even in the love of Jesus the Saviour. When, through our instrumentality, a soul is saved, the joy to us ought to be great, but it is far greater in heaven.

Tom Starboard.

A young Scotsman on board the Scotch ship *Kildonan*, was supplied with a dozen copies of the tract "Tom Starboard" at the N. Y. Port Society's Mariners' Church in November, 1870. He now returns to tell us that when he arrived at Glasgow he gave a few of the tracts to his friends whom he knew to

be tipplers, which were read with such interest, that very soon the house of his mother was besieged by men asking to be supplied with the tract. He reserved one for his mother, and for that one there were so many applicants, that it was lent to one and another, until at last it was returned so worn and illegible as to be useless. He says, men who for years had been addicted to drink, on reading it became sober, and connected themselves with temperance organizations. Every man on board his ship is now a total abstainer.

H. F. S.

Beginning to Sink.

A ship was tossing in the wind
Upon the billowy sea.
And fearful mariners looked out
On storm-rocked Galilee.
When lo upon the heaving floor,
Across the swelling wave
A form approached with fearless step—
A friend drew near to save.

"It is a spirit!" now they cried—
Each heart with fear dismayed;
"Be of good cheer!" a voice replied,
"Tis I, be not afraid."
The sanguine Peter heard, and called,
"Lord, bid me come to thee!"
"Come!" and he sprang from out the ship
Upon the rocking sea.

The silvery floor beneath his feet
Seemed opening for his grave,
Faithless, and sinking, loud he cried
Unto his Lord, to save.
How good the grasp of that firm hand,
With trouble girt about!
And still we ask, as Christ then asked,
"Oh! wherefore didst thou doubt?"

We toss upon a wilder sea—
We hear a voice say "Come!"
We leave the ship, and think to be
Upon the wave at home.
And while our eyes are fixed on Him,
We from no danger shrink;
But ah, we turn them to the waves,
And then begin to sink.

An unused thimble—little ring—
A book, with half a cover—
Treasures of lost ones—how they sweep
Our sinking hearts all over.
A vacant seat within our pew,
An empty chair at table.
Oh, waves like these engulf us quite—
To walk we are not able.

When lo! a hand again stretched out,
A voice of love to cheer us;
We feel the grasp, we know the power,
'Tis Jesus, drawing near us.
"Be of good cheer! Look unto me!"
The waves shall not come o'er us;
E'en now the harbor is in sight,
The land is just before us!

OUR WORK:

CORRESPONDENCE, REPORTS, &c.

Antwerp, Belgium.

Rev. E. W. MATHEWS, who was ordained a missionary to seamen in Nottingham, England, at which service, the Principal of the College where he was educated, with the chief ministers of the town, and a deputation from the London Sailor's Society, took part—has been formally recognized as Chaplain at Antwerp, with appropriate services. The Bethel was decorated with flags and flowers by captains and other friends, Captain Sheldon (American) rendering efficient and valuable aid.

Mr. MATHEWS says: "My work among the American friends has given me very great pleasure, and has apparently been very much appreciated by them. There are more English than Americans here, but were the English to attend the Mission Rooms in the same proportion as Americans do, it would be necessary to obtain a much larger building at once. Ships hailing from the United States and British North America, are always represented at the Bethel. The audience room is well filled every Sunday. Some gentlemen from New York, at the close of a recent service, said to me, that they were greatly pleased to be present to see for themselves what the AMERICAN SEAMEN'S FRIEND SOCIETY was doing for Sailors, and that on their return they should give a favorable report. Only two or three Sundays ago, some Americans stayed behind to speak to me after the service, and said that "the old tunes, the order of service, and the preaching so remind us of home that for the time it was like being there. We congratulate you, and are pleased to find such a place in this distant land." Dr. Asa Willet of Bridgewater, Mass., an old friend and admirer of the late "Father Taylor," of Boston, has just left for his home. He not only expressed his plea-

sure at our mission, but wished me when any special effort was made to write him for a donation.

The interest which the Captains and their friends take in the public services at the Bethel, has just been demonstrated. At the close of the recognition service the Rev. R. Byron, (English Episcopal Clergyman), quietly placed in my hand twenty francs toward a new harmonium for the Bethel. A few days afterwards, when meeting several Captains and their friends, on board of the American ship *Guardian*, I spoke of what Mr. Byron had done, when it was at once said, "hand round the hat," and a handsome sum was at once collected. They took the thing in their own hands, and over nine hundred francs were raised. So that in less than two weeks we had a very fine American Organ to help us in our service of song. General interest and practical sympathy are everywhere felt toward our Mission. Col. Weaver, the U. S. Consul, and his wife, the daughter of Bishop Simpson, often attend our services, and their influence is very great. A Sunday School is just established for the children who come in our large steamers and sailing ships, as well as for those on shore. Mr. Weaver's brother is one of our teachers. Our friends are much interested in this little organization, and it will add to the usefulness of our Mission. A Templar Lodge is instituted, so that in this godless city, there is a Templar home for the increasing numbers of this vast brotherhood. The Sunday and week-night services are in a healthy state; and we are waiting upon God for the energizing spirit, the converting grace.

I pay weekly visits to the Hospital, where I find many of your sailors, and not only care for their spiritual interests, but, when necessary, communicate with the Consul and Captains on their behalf.

So far as possible I have visited all your sailing ships that have come to Antwerp during my stay. On many of them I have been received most cordially, and I trust that this part of my work, which has been so happy to myself, has been blessed of God. The following is a quotation from my log book.

"Visits to an American Man-of-War.— Upon the arrival of this war ship I immediately went on board. The executive officer received me kindly, introduced me to the other officers, after which we took lunch together. Then I had the pleasure of dining with the Commander and Consul. I must say the officers were exceedingly cordial and anxious to favor my missionary labors on board. At this visit, arrangements were made for a Sunday afternoon service, and for the conveying of my Bethel congregation and their friends to the ship. The day was fine, the decks appeared to be full. I brought a bag of hymn books from the Bethel, so that all could join in the singing. All appeared to heartily enjoy the service; I felt great freedom of speech and spiritual power.

On Thursday gave a temperance lecture, after which a man (sailor) came to me and said he was impressed with the Sunday sermon, wanted to give up drink, lead a new life and be a christian. This man was truly wrought upon by the Divine Spirit. I spoke to him accordingly.

Friday, gave another temperance lecture, and supplied the ship's company with temperance and Templar literature, kindly sent me by the Grand Lodge of England, I. O. of T."

Christiania, Norway.

Rev. H. P. BERGH, writing August 27th, says: "I am going on with my seamen's work, and the Lord seems to prosper it. At Arendel, while attending the District Conference, I visited the vessels there, and on Sunday, 17th of August, preached on a Norwegian ship, from Lauwig, whose captain and mate re-

ceived me with much pleasure and readiness. Friends went with me, we hoisted the Bethel flag, and the greatest congregation I have ever seen, was in a moment gathered. Brother O. Johnson and I preached, and the people listened with great attention. Many wept, especially some of the crew, and it was evident that the Lord was among us. The event was afterwards reported in the paper of the place. Some thought there were at least 2,000 persons present."

Denmark.

ODENSE.

Rev. F. L. RYMKER, reports for the quarter ending July 1st, that he had labored in Odense, Newborg, Fraborg, Fredricia, Viele, Horsens, and Aarhms, traveling 240 miles, visiting 181 vessels, and seamen's boarding-houses, and making 388 visits as colporteur, besides holding 31 meetings. To secure a preaching service specially for seamen, he says has been somewhat difficult. He speaks again of Aarhms, mentioned in SAILORS' MAGAZINE, for August, 1873, page 248. "It lies out to the sea, with a large deep harbor, and behind it, a rich country, with railways and other roads terminating in the town. There is plenty to do there among seamen for an efficient man."

COPENHAGEN.

Rev. P. E. RYDING writes, July 25th, "In the quarter from April 1st to June 30th, I have stayed in Copenhagen and made some little journeys in the neighborhood of the city. At other times I have worked among seamen where I could find them, or I have made visits on board ships where I could get an opportunity to speak with them. I have had great grace from the Lord, so that everywhere I was received with joy, and they are longing after my visits. It was not always so, for in the beginning, and for some years afterwards, when I came on ship board to speak to them, I was

hunted ashore, and many times was it threatened that they would throw me overboard—and they tried it. But these times are now long past, I can now come and speak to the sailor, and he goes with me to hear sermons.

“Amager is a little island, nearly eight English miles long, and about two miles broad, separated from Copenhagen by a small stream, over which are two bridges. The island is fruitful, and was settled in 1500, by King Christian II, with Dutch families, to supply Copenhagen with vegetables. These are still cultivated, but mostly now by the women—the men are usually sailors or shipbuilders. The island is thickly inhabited, and there I have a very busy working field. Many are awakened, and many have been baptized. There is a congregation of twenty-two members.

“I also work in a village named Valby, about two English miles from Copenhagen, and in a village named Skovshoved, near Oresund, about four English miles from Copenhagen, where I have gone from house to house, to find the lost sheep, I have distributed a good number of tracts, and found many of the people accessible to the gospel. In the past quarter I have preached fourteen times, visited 54 families and 282 ships, German, Swedish, Danish, Dutch, and English.

Genoa, Italy.

The evening service on shore having been suspended during July and August, Rev. DONALD MILLER, Chaplain, was able to preach in July, at the Bethel, at 6 p. m., each Sabbath.

Havre, France.

Chaplain ROGERS writes us in a letter received August 4th, that the work of repairing his Bethel, toward which our Board made an appropriation in May last, was progressing nicely. He expresses his thanks for the aid afforded in this matter, as it will doubtless assist his usefulness among the people for whom he labors.

Yokohama, Japan.

Rev. Dr. BROWN, in a letter urging the sending of an American Chaplain to that port, speaks of its growing importance.

It is greatly to be regretted that our friends in Yokohama and the sailor community are to be disappointed in their expectations. Rev. Dr. WALSWORTH who was their first choice, and at their instance, was appointed our Chaplain at that station, feeling it his duty to remain in this country, that inviting field is still open to an earnest man, and it should be occupied at once. He would be received with warm welcome, and could not fail to do great good.

Valparaiso, S. A.

Rev. Dr. TRUMBULL, at the close of a recent business note says: “At the present moment we are bothered in the refusal of a permit to Mr. Muller, our Colporteur, to continue to visit the shipping; but we hope to get the restriction removed.”

He also says that Dr. SWANEY thinks of withdrawing from Talcahuano, that port not affording its former opportunity for missionary labor. We await with interest further advices from him.

Labrador.

Mr. ROBINSON, writing from Salmon Bay, August 1st, reports in regard to his summer work, that he sailed from Newburyport June 2nd, and reached his field of labor in fourteen days. He found that the mission buildings had been sadly neglected and were altogether unfit to live in or for religious service. The mission boat had been sold, and so he was without facilities for reaching the people. But a way was opened for him to resume work, and he was welcomed wherever he went. One of the settlers was building a new house, and in the first story, before the partitions were set, a room was provided large enough to hold two hundred and seventy-five persons. Here, with nail-kegs, boxes, pieces of timber,

&c., he constructed (Saturday evenings to be removed on Monday) rough seats enough for all who cared to attend religious service. For five successive Sabbaths, services, morning and afternoon, were held with an average attendance of one hundred and seventy. Since then the vessels have gone to other harbors, and the congregations have diminished. He says, our services generally consisted of preaching in the forenoon and a prayer meeting led by one of the fishermen in the afternoon. I adopted this plan because it gave me a chance to visit people in more remote harbors during a portion of the Sabbath, and, because it gave the fishermen a chance to keep alive and express their spiritual interest in each other. All the meetings were well attended, and an earnestness and solemnity has prevailed among the crews of vessels visiting here, such as I never knew here before. God has been with us, and though we cannot follow the men from place to place, and mark the result of our efforts, yet we are sure some good has been done, and it will be manifest in the day when "God shall make up his jewels."

Work among the people of "the shore" has not been so prosperous as we could wish. Want of means for traveling from place to place, and the bad condition of our buildings, limited our efforts among the settlers; yet, even here we are not left without some faint hope of good having been done. The best time for reaching the "coast people" is during the winter, when they come together into "winter-quarters" and give a good opportunity for a school among them. From a recent letter from Montreal, it appears that some one is to be here during the winter. The prospects of the mission seem to be brightening and it is hoped that the people are beginning to see the value and importance of maintaining a mission in this desolate quarter of the globe.

St. Johns, N. B.

Rev. JAMES SPENCER, Chaplain, reports that his congregations for the past six months have been much larger than heretofore. During the summer, the port has been visited with a larger number of steamships than usual, on board of which he has held frequent religious services, which have been well attended, and apparently interesting. The crews of the Norwegian ships, a large number of which have visited that port, show great pleasure in receiving the word in their native tongue. The occasional hearing of good results from the precious seed sown, encourages the Chaplain in his manifold labors.

The ninety-nine American ships that have arrived at St. Johns, during the time reported, carried thirteen hundred and forty-seven men. The Chaplain has visited 182 ships, preached 92 sermons on shipboard, attended 20 prayer meetings, made 78 visits to the sick, and distributed 17,500 pages of tracts in various languages.

Wilmington, N. C.

In a month of partial labor (in August) the port being usually bare of shipping at that season of the year, Chaplain BURR visited twenty one vessels and distributed six hundred and seventy pages of tracts. The bulk of the shipping in port was of foreign flags.

Charleston, S. C.

Chaplain YATES took a vacation in July and August, the first since the late war. He availed himself of it to bring the cause of seamen to the notice of churches, &c., where he visited.

Pensacola, Fla.

Chaplain CARTER, being on his vacation in August, returned home at once on hearing that the Yellow Fever was prevailing at Pensacola, and writes: "On the first day of my arrival, I followed the

remains of a sailor to the graveyard, and in the stillness of the night, (on account of keeping the people from being alarmed—a foolish notion of the city officers,) I gave to his shipmates an earnest talk, and we laid him away, a stranger in a strange land, far from relatives and friends—father and mother, but not far from the God of his father and mother. I feel for the poor sailors, as they fare the worst, the fever being more fatal to the unacclimated and those who require above all things, good nursing, difficult for them to obtain among strangers and in the public hospitals." The minister of the Baptist church in Pensacola was one of the first victims of the fever.

Buffalo, N. Y.

Work under Rev. P. G. COOK, our Chaplain at this port, went on in August, the congregations at Wells Street Chapel being rather larger and more interesting than usual. Mr. E. Middleton, who has labored over four years in connection with Mr. Cook in missionary effort, has gone to Hamilton College, N. Y., to study in preparation for the ministry. Mr. Church and Mr. George Swale will continue to aid in visiting boats, vessels, and at the meetings.

Oswego, N. Y.

Rev. D. H. EMERSON, D. D., now laboring for seamen at this port, writes us: "I have distributed about 5 000 tracts during June, July, and August, and I have not yet in a single instance, been repulsed in my efforts by a sailor, although some rough fellows of the baser sort, living on the land, have sometimes tried their best to cast ridicule on the workman and the work. None of these things, however, move me, and I go with joy from boat to boat, from saloon and sailor boarding-house to saloon and sailor boarding-house, and from man to man, sowing the seed of the kingdom beside all waters, saying a word here and many words there, and striving in every way

to win those warm hearted men of the sea to Him who claims the Empire of the Ocean as His own. On Sabbath afternoon I preach regularly near the end of the lower bridge in the open air, and I collect the people from far and near, as many as three hundred persons attending this service. The tracts are new here, and they are read with great eagerness. After I have distributed two or three hundred of them, you will see men by dozens sitting upon piles of lumber and poring over these words of salvation."

Delaware and Raritan Canal.

For August, 1873, Mr. J. WYNNE JONES reports 5 stations visited, tracts distributed 873, scriptures distributed 12, and religious papers, 17. He says: "We are continually encouraged by the general interest manifested by the hearers. The Theological Seminary (at Princeton, N. J.,) opens on Thursday, (September 4th,) and then the students will take charge, for me, of the home stations, allowing me more time to see after the other places. I am happy to report a grant of \$15 worth of scriptures from the Princeton College Bible Society, also a grant of \$20 worth of tracts, &c., from the Presbyterian Board of Publication, \$10 worth from the American Tract Society, New York, and \$1 from the Baptist Publication House, Philadelphia. Supt. Jackson is also exceedingly kind in his favors."

American Christians at Work for Sailors.

A correspondent of the *Christian Intelligencer*, writing from Belfast, Ireland, says:

"The Rev. Dr. John Hall, of New York, and George H. Stuart, of Philadelphia, spent Sabbath, July 13th, in Belfast, and received a real Irish welcome. Dr. Hall preached in the morning in the Ulster Hall, the largest in Belfast, which was

quite full, and in the evening in St. Enoch's church, which is the most capacious within the bounds of the Presbyterian Church in Ireland, and was crammed to overflowing. On both occasions collections were taken to clear off a debt on a school house erected in connection with the Sinclair's Seamen's church. His appeals were most successful. His sermons were listened to with the deepest attention. They had all his old simplicity, and earnestness, and solemnity about them. At the morning service the Rev. H. M. Williamson, of Fisherwick Place, took the opening devotional exercises, and the Rev. R. Crawford, of Sinclair's Seamen's church, the closing. In the evening Mr. George H. Stuart made a short and earnest appeal on behalf of sailors.

Safety of the *Polaris* Crew.

Washington, Sept. 19th.—A telegram received at the State Department this morning from William Reed, Vice Consul of the United States at Dundee, Scotland, that the *Polaris* expedition had arrived there destitute. The telegram was forwarded to the Secretary of the Navy, who immediately instructed Consul Reed to care for the survivors, make proper provision for their comfort, and send them home by the first steamer.

Dundee, Scotland, Sept. 19th.—The crew of the *Polaris* were making their way south in boats made from the ship when they were seen by the whaler *Ravenscraig* and taken on board that vessel. They are all well.

The names of the rescued men are: Captain Buddington, sailing

master; Dr. Emil Bessels, chief of the scientific corps; H. C. Chester, first mate; W. Morton, second mate; E. Schumann, chief engineer; A. A. Odell, second engineer; W. F. Campbell, fireman; Herman Siemons, seaman; Henry Hobby, seaman; N. Hayes, seaman. All are in excellent health.

Three others were transferred by the *Ravenscraig* to the whaler *Intrepid*, which is expected to arrive at Dundee in two or three weeks. Their names are: R. W. D. Bryan, astronomer and chaplain; J. B. Mauch, seaman; J. W. Booth, fireman.

Ecclesiastical Action.

Extract from the minutes of the SYNOD OF ALBANY, in session at Plattsburgh, September 10th, 1873:

"Rev. S. H. HALL, D. D., Secretary of the Seamen's Friend Society, then addressed Synod. Thereupon it was resolved that Synod, having heard the Rev. Dr. Hall in behalf of the Am. Seamen's Friend Society, and a statement of its work, would recommend this Society to the churches and congregations connected with this Synod, to make collections annually in behalf of its funds.

Attest,

WM. M. JOHNSON,

Stated Clerk.

Invaluable Testimony.

Capt. DOANE, of the *Cleopatra*, sends us (with the money) the following list of contributions made on shipboard when at sea, in August last. It shows the interest which those persons most concerned in it, take in the work we are doing for seamen:

A. Doane, \$5; Mrs. A. Doane, \$3; G. H.

Taylor, \$3; Thomas Johnson, \$5; J. E. Green, \$1; Nils Sandelen, \$1; R. Jones, \$2; M. T. Bennet, \$1; Joseph Emmery, \$2; James Ross, \$1; J. Reed, \$1; S. Mosley, \$1; S. B. Williams, \$1; Syrus Morris, \$2; John Howard, \$5; L. Peter, \$3; A. Rose, \$1; Philip May, \$1; W. C. Packard, \$1; Chas. Allstron, \$1; A. C. Hawkins, 50 cts.; John Kelley, 50 cts.; Michael Ryan, \$1; Mustapha, 50 cts.; J. Quirk, 50 cts.; J. D. Mallonee, 50 cts.; Peter Miller, \$1; F. Bleaih, \$2; F. Selrovich, \$2; J. Ingman, \$1; H. Davis, \$1. Total, \$51 50.

Two other donations to the same end from SHIP CAPTAINS, were received the same day.

Information Wanted.

Timothy McCarthy, sailor, sailed from New York in 1865, and on the return voyage the vessel was run into, five of the crew were saved on a raft, but McCarthy was not among them. Any information in regard to him sent to the AMERICAN SEAMEN'S FRIEND SOCIETY, 80 Wall Street, New York, will be sent to the family.

Sailors' Home, 190 Chery Street.

MR. ALEXANDER reports two hundred and ninety-six arrivals during the month of August. These deposited with him \$6,190, of which \$625 were placed in the Savings Bank, \$2,296 sent to relatives, and the balance returned to the depositors. In the same time twenty four men went to sea from the HOME without advance, and four were sent to the hospital.

The missionary work at the HOME during the past two months has been under the care chiefly of Mr. John Denham, a member of the "Church of the Sea and Land."

Position of the Principal Planets for October, 1873.

MERCURY is an evening star during this month, setting on the 31st about 50m. after the sun, and 30° 9' south of west; is in conjunction with the moon on the afternoon of the 22nd, at 5h. 54m.

VENUS is a morning star, rising on the 1st at 8h. 8m., and 13° 55' north of east, is in conjunction with Jupiter on the evening of the 14th at 8h. 32m., being 21' north; is in conjunction with the

moon on the morning of the 18th at 8h 57m., being 2° 53' south.

MARS is an evening star, setting on the 1st at 9h. and 34° 2' south of west; is in conjunction with the moon on the evening of the 26th, at 9h. 3m., being 2° 33' north.

JUPITER is a morning star, rising on the 1st at 4h. 12m., and 7° 29' north of east; is in conjunction with the moon on the morning of the 18th, at 1h. 17m., being 3° 33' south.

SATURN crosses the meridian on the evening of the 1st at 7h. 10m., being then 21° 22' south of the equator; is in quadrature with the sun on the 19th at 22m. past noon, after which time it is considered an evening star; is in conjunction with the moon on the morning of the 28th, at 2h. 8 m., being 4° 40' north.

R. H. B.

Clinton Point Observatory on the Hudson.

Total Disasters in August, 1873.

The number of vessels belonging to, or bound to or from ports in the United States, reported totally lost and missing during the past month is 34, of which 21 were wrecked, 2 abandoned, 3 burned, 3 capsized, 2 sunk by collision, 1 foundered, and 2 are missing. They are classed as follows, viz: 2 steamers, 4 ships, 2 barks, 6 brigs, and 20 schooners, and their total value, exclusive of cargoes, is estimated at \$690,000.

Below is the list, giving names, ports, destinations, &c. Those indicated by a *w*, were wrecked, *a*, abandoned, *b*, burned, *c*, capsized, *sc*, sunk by collision, *f*, foundered, and *m*, missing.

STEAMERS.

Dirigo, *b*. (At Portland.)
Montreal, *b*. (At Portland.)

SHIPS.

Beaumaris Castle, *w*. from Calcutta for New York.
St. Louis, *w*. from Liverpool for Philadelphia.
Isle of Wight, *a*. from Rangoon for London.
T. E. Lemon, *a*. from Liverpool for Sapelo, Ga.

BARKS.

Giuseppe, *m*. from Philadelphia for Sligo.
Annawan, *c*. (Whaler.)

BRIGS.

Oscar, *b*. (At Hunter's Point.)
Wm. Walsh, *w*. from Boston for Pictou.
Moses Rogers, *w*. (At Cow Bay, C. B.)
Hattie B., *w*. (At Cow Bay, C. B.)
Ocean Eagle, *m*. from New York for Corunna.
Messina, *w*. from Wallace, N. S., for Boston.

SCHOONERS.

James Tildon, *w*. from Philadelphia for Portland.
Fortune, *w*. from Elizabethport for Portland.
Susan & Mary, *c*. from New London for Block Island.
Maryland, *w*. from Port Caledonia for New Bedford.
Aurora, *a*. from Pemaquid, M., for New York.
Mai, *f*. from New Orleans for Havana.
Sarah Jane, *w*. from Viques, P. R., for New York.
Montebello, *w*. (Fisherman.)
Lebanah, *sc*. from Elizabethport for Boston.

Fountain, sc. from New York for Fall River.
 Fulton, w. from Providence for New York.
 Onward, w. (At Cow Bay, C. B.)
 Chas. C. Dame, w. (Fisherman.)
 Carrie P. Rich, w. (Fisherman.)
 Acklam, w. from New York for Boston.
 R. R. Higgins, w. (Fisherman.)
 A. E. Richards, w. (Fisherman.)
 Martha N. Hall, w. (At Cow Bay, C. B.)
 Eureka, w. from Port Caledonia for New York.
 Mary S. Hurd, w. (Fisherman.)

In addition to the above, a large number of vessels were driven ashore on the Provincial coasts during the great gale of August 24th, of which a portion will probably be lost, but have not yet been reported as total wrecks.

Receipts for August, 1873.

MAINE.

Castine, Cong. church, Mrs. S. Adams,
 Mr. A. P. Adams, and S. Adams,
 \$20 each for library..... \$36 00
 Lincoln, James H. Crosby, for lib'y... 20 00

NEW HAMPSHIRE.

Manchester, 1st ch. Miss'y Concert... 13 65
 West Concord, S. S., for library..... 20 00

VERMONT.

Barre, Cong. church..... 18 10

MASSACHUSETTS.

Attleboro, Sewing Circle..... 25 00
 Berkley, Cong. church..... 7 75
 Bridgewater, Cong. church..... 45 00
 East Douglass, W. H. Tufts, L. M.... 40 00
 Hopkinton, A Friend..... 2 00
 Lanesville, Orthodox Cong. church... 5 00
 Lynn, Chestnut Street church..... 16 24
 Milton Mills, for library..... 20 29
 Northampton, Mrs. J. P. Williston... 50 00
 Stoughton..... 25 41
 Wenham..... 13 76
 Westhampton, A. G. Jewett, & Chas.
 N. Loud, for library..... 20 00

CONNECTICUT.

Bristol, Cong. church, of which to
 const. Harry Bartholemew, L. M.,
 \$30..... 55 75
 Chester, Cong. church..... 12 00
 Derby, 1st Cong. church..... 17 00
 Fair Haven, 2nd Cong. church..... 28 25
 Farmington, H. W. Barbour..... 1 00
 Greenwich, Mrs. F. R. Webb..... 5 00
 Guilford, 1st Cong. church..... 14 00
 Haddam, "..... 15 00
 Housatonic, Cong. church, in part, for
 library..... 18 00
 New Britain, South Cong. church, to
 const. Isaac S. Lee, Orville Jones,
 Jr., and William E. Latham, L. M. 90 00
 New Hartford, North Cong. church... 20 30
 New Haven, 1st "..... 71 13
 Stamford, 1st Pres. church, of which
 John P. Hamilton, for libraries \$40,
 and S. S. \$13 40..... 128 44
 Suffield, Mrs. R. Woodworth..... 1 00
 West Haven, Cong. church..... 30 50
 S. S., Cong. church, for library..... 20 00

NEW YORK.

Aurora, Pres. church..... 10 00
 Belleville, S. S., Bap. church, for lib'y 20 00
 M. E. church..... 12 07
 Binghamton, S. S., 1st Pres. ch. lib's. 40 00
 Brockport, Pres. church..... 18 36
 Mrs. Electa Minot..... 10 00
 Brooklyn, City Park Missionary S. S.,
 three classes, for library..... 20 00
 Buffalo, B. O. Rumsey..... 100 00
 D. P. Rumsey..... 25 00

Champlain, 1st Pres. church..... 20 27
 Farmer's Village, A. M. Mann..... 5 00
 Geneva, 1st Pres. church, of which
 Mrs. M. P. Squier, with previous
 donations, to const. Col. Geo. S.
 Hastings, of New York, L. M.,
 \$35 34, Miss Powers, \$25..... 63 34
 Hanover, Miss E. D. Chamberlain... 5 00
 Hudson, Ref. church, of which Mr. J.
 T. Simpson, for library, in memory
 of Arthur N. Simpson, \$20, and S.
 S., for R. B. Shepperd library \$20.. 80 57
 Jamaica, Pres. church..... 56 58
 Lafayette, " " S. S., for lib'y. 20 00
 Lakeville, " "..... 10 15
 Mrs. D. Bosley..... 10 00
 Leroy, Bap. church..... 8 17
 Lewiston, Pres. church..... 14 00
 Livonia, "..... 16 19
 Livonia Station, M. E. church..... 1 73
 Marathon, Pres. church..... 10 00
 M. E. church..... 4 52
 Bap. "..... 3 20
 Medina, Pres. church S. S., in part,
 for library..... 14 16
 Bap. church..... 13 75
 New York City, Capt. W. Holbrook,
 schr. *Samuel Hart*..... 5 00
 Capt. Alexander, schr. *Helen E.*
Bowen..... 2 00
 Capt. Cunningham, bark *Hattie M.*
 Capt. Webster and crew, ship *Lillie*
Soulard..... 10 00
 Capt. Geo. Fayson, brig *Ceres*..... 5 00
 John S. Buren..... 10 00
 Geo. W. Pell..... 30 00
 John C. Cook, for Genoa..... 100 00
 Fisk and Hatch..... 250 00
 Samuel Willets..... 50 00
 C. F. Griffin..... 5 00
 R. S. Bruckerhoff..... 5 00
 Edwin Mead..... 10 00
 William Libbey, Jr., for library..... 20 00
 Jonas M. Libbey, "..... 20 00
 Frederick A. Libbey, "..... 20 00
 Selah B. Strong, "..... 20 00
 James Cruikshank..... 5 00
 P. P. P..... 00 25
 Carlton Ayres, L. M..... 30 00
 A. W. Benson..... 25 00
 Zophar Mills..... 5 00
 P. Bartlett..... 10 00
 Decius Beebe..... 5 00
 Louis W. Towt, for library..... 20 00
 Pittsford, Pres. church..... 15 99
 Mrs. True..... 00 61
 Poughkeepsie, H. & J. Carpenter... 1 00
 Rye, Mrs. E. D. Saltonstall..... 5 00
 Sandy Creek, Cong. church..... 4 75
 Bap. church..... 4 00
 M. E. "..... 11 20
 Shelba, Bap. church..... 2 16
 Suspension Bridge, Disciples church.. 2 55
 Syracuse, M. E. church, add'l..... 3 00
 Utica, Ref. church..... 39 35
 West Winfield, M. E. church, add'l... 9 00
 Woodville, Cong. church..... 3 67
 Yonkers, Ref. church..... 35 15
 1st Pres. church..... 145 00
 Youngstown, S. S., Pres. church, lib'y 20 00

NEW JERSEY.

Metuchen, 1st Pres. church..... 16 00
 Pres. S. S. for Bouton library..... 20 00

PENNSYLVANIA.

Bloomsburgh, Mrs. Mary L. Neal.... 5 00

CANADA.

Montreal, Inspector Street S. S., lib'y. 15 00
 Ship *John Barbour*, Capt. and crew. 14 00

\$2,650 81



October, Published by the American Seamen's Friend Society. 1873.

LIBRARY REPORTS.

During August, 1873, sixty-four libraries, (twenty-nine new and thirty-five refitted) went to sea, from our Rooms at New York and Boston. The twenty-nine new libraries were, Nos. 4,058, -9, and 4,065, at Boston, and Nos. 4,985—4,599, 4,700,—4,714 inclusive, at New York, as follows:

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for</i>	<i>Men in Crew.</i>
4058..	Dane Street S. S., Beverley, Mass.....	Bark J. K. Boyd.....	Europe.....	14
4059..	W. R. Drew, Plymouth, Mass.....	Schr. Emeline.....	West Indies.....	7
4065..	W. Concord S. S., Mass.....	Schr. Mary Weaver.....	Philadelphia.....	7
4589..	S. S., Bap. church, West Winfield, N. Y.	Bark Elgin.....	Europe.....	14
4590..	A. C. Armstrong, New York City.....	Bark George W. Jones..	Bristol.....	16
4591..	Mrs. John Dwight, Medway, Mass.....	Ship Bridgewater.....	San Francisco.....	27
4592..	S. S. class, Miss M. A. Backus, 1st Pres. church, Schenectady, N. Y.....	Bark Edward McDowell	Galveston.....	12
4593..	S. S., Cong. church, Huntington, Conn.	Steamer City of Dallas.	New Orleans.....	27
4594..	W. Powell, Jr., 3 Broadway, New York City.....	Bark Brazil.....	Rotterdam.....	14
4595..	S. S., Ref. church, Saugerties, N. Y....	Bark Helena.....	Sydney, Australia.	15
4596..	Mrs. M. E. Cruse, Tarrytown, N. Y....	Bark Delia M. Long....	Melbourne.....	14
4597..	Cong. church, Saugerties, N. Y.....	Bark Kate.....	Liverpool.....	14
4598..	W. Libbey, Jr., New York City.....	Bark Agnes.....	Cienfuegos.....	11
4599..	Miss Catharine A. Robinson, Hudson, N. Y.....	Bark Eliza Evelina.....	Europe.....	10
4700..	Jonas M. Libbey, New York City.....	U. S. Steamer Alaska...	{ European Squa- dron.....	300
4701..	Frederick A. Libbey, " " " " " "	" " " " " " " " " "	" " " " " " " " " "	"
4702..	S. S., Cong. church, Hartland, Conn....	Bark Adeline C. Adams.	West Indies.....	10
4703..	Masters Leroy and Gordon Brown, Tar- rytown, N. Y.....	Schr. Robert Peel.....	London.....	24
4704..	S. S., Cong. church, Rockville, Conn....	Ship Samuel G. Glover..	Antwerp.....	16
4705..	Masters Charles and Willie Rockwell, Tarrytown, N. Y.....	Ship Young America....	San Francisco.....	36
4706..	Dea. Charles Webster, Berlin, Conn....	Ship Ericksson.....	" " " " " " " " " "	26
4707..	Dea. W. J. Edwards, Westhampton, Mass.....	Bark Carmel.....	Antwerp.....	15
4708..	S. S., Cong. ch., Westhampton, Mass....	Bark John Wooster....	East Indies.....	12
4709..	S. S., Pres. church, Fayetteville, N. Y.	Ship Lillie Soullard....	Europe.....	16
4710..	John DeForest, Watertown, Conn.....	Ship John Warren.....	Antwerp.....	22
4711..	S. S., Pres. church, Peekskill, N. Y....	Bark "Hattie M.".....	Europe.....	14
4712..	S. S., South Cong. ch., Pittsfield, Mass.	Bark Sabine.....	{ Galveston and Europe.....	16
4713..	George Dayton, Peekskill, N. Y.....	Steamer San Antonio...	Galveston.....	40
4714..	S. S., Cong. church, Homer, N. Y.....	Bark T. C. Jones.....	Trieste.....	11

The thirty-five Libraries refitted and reshipped were :

No. 983, on schr. *A. H. Belden*, for Indianola; No. 1,473, on schr. *C. Post*, for coastwise; No. 2,120, read with interest, gone to Jacmel, on schr. *J. M. Morales*; No. 2,193, on schr. *C. H. Herrick*, for Key West; No. 2,801, on schr. *Mary Louisa*, for Washington; No. 3,046, on schr. *F. G. Davis*, for Barbadoes; No. 3,149, books read with interest, gone to Para, on schr. *E. Burnett*; No. 3,207, on brig *Lola*, for Santander; No. 3,211, see report below,—gone to Port Royal, on schr. *Brave*; No. 3,300, on brig *Martha*, for Porto Rico; No. 3,310, books read and appreciated by officers and crew, gone to Yarmouth, on schr. *Rangativa*; No. 3,515, all read with interest, gone to Buenos Ayres, on brig *Pathfinder*; No. 3,610, on schr. *Wild Hunter*, for St. Johns; No. 3,648, read and prized, gone to Boston, on schr. *Huntress*; No. 3,702, on brig *Estelle*, for Cienfuegos; No. 3,827, on schr. *Impulse*, for Pernambuco; No. 3,898, on bark *Elba*, for Havana; No. 3,992, has been a voyage to San Francisco and Europe, books read with interest by several crews, gone to Savannah, on schr. *J. McAdam*; No. 4,104, on brig *J. L. Bowen*, for Matanzas; No. 4,151, on brig *Zerlina*, for Alicante; No. 4,163, on schr. *Mocking Bird*, for St. Johns; No. 4,181, on brig *Golconda*, for Genoa; No. 4,236, on brig *Aura*, for Montevideo; No. 4,282, books read with profit, gone to Porto Rico, on brig *L. W. Armstrong*; No. 4,289, on brig *Salve*, for Buenos Ayres; No. 4,449, read with interest, gone to St. Johns, on brig *Ceres*; No. 4,458, on schr. *M. Barber*, for Bangor; No. 4,529, books were read with interest and profit, gone to Antwerp, on bark *Harrold*; No. 2,400, returned at Boston, much read, and sent to sea on bark *Ann Taylor*, for Africa, 10 men; No. 3,499, returned and gone to sea for its third voyage on schr. *Mary Eliza*; No. 3,706, returned from third voyage, much used, and sent to sea again on schr. *Tasso*, for

Nova Scotia; No. 4,011, returned, sent out on U. S. Revenue Cutter, 39 men.

Letters and Incidents concerning Library work.

No. 4,005, went to sea on British ship *John Barbour*, Capt. R. H. Ivey, who writes: "I made it an object from the first to let the men feel that it was entirely for their benefit and use that it was put on board. I placed it where it would be accessible to them, and every Sabbath morning nearly all would select a book, and pass their leisure time in reading instead of foolishly talking, singing, etc., as is so frequently the case with sailors when unemployed, and I have good reason to believe that moral effect in the men has been for good. I have passed many happy hours in reading the excellent matter so kindly provided by your good Society, and I tender in behalf of the crew, our best and heartfelt thanks for furnishing us at such short notice the excellent library." This letter was accompanied with \$14 contributed by the captain and crew, for the Society.

No. 4,039, "I am happy to say that our crew enjoyed the books much. I took good care of them, and passed many happy hours in reading them, and only wish that my poor lost country would have, like the United States, a *French Seamen's Friend Society*, and give to the poor sailors nice books as the American does. We lost one of our men, but he was buried as a christian, and attended at his grave, by a minister of the gospel. I have given almost all the tracts to the people, who are delighted to get them."

C. C.

No. 3,211, * A report from this library, just received, is as follows: Shipped on the brig *Lola*, October, 1872; eight in the crew; all the books have been read—the Bible most of all; two men signed the Shipmates temperance pledge; four have left off swearing, and six have

* This library was furnished by S. S. Fisher, Washington, D. C., in August, 1869.

seemingly improved in character; two have been awakened, and two converted.

A report just at hand, says of No. 4,157, †: shipped May 7th, 1872, on bark *Northern Queen*, of Yarmouth, for Europe, 16 men in crew, has been read by all the crew. Religious services were held every Sabbath, and there were two professing christians among the men.

† Library furnished in May, 1872, by S. S., Pres. church, Boonville, N. Y.

Self-Reliance.

The quality of self-reliance is one that every boy should possess, but which he can hardly obtain unless he is tried and made to rely upon himself. A man without self-reliance is a poor stick, and to avoid being a poor stick of a man he should learn the lesson while he is a boy. I say there is nothing like teaching a boy to depend upon himself. That's the way I learned to swim. I tried for weeks to learn in shallow water, but never had confidence enough in myself to strike out and really try. At last, one day as I was ducking around near the shore, a "big brother" took me on the deck of a schooner, near by, and threw me over the outside rail in deep water, and told me to swim for my life—and I did. I struck out for very terror, and to my utter astonishment I saved myself, and from that moment I was never afraid of the water and could swim well. That rude, rash treatment of my brother's gave me the self-reliance which I so much needed. I was early taught in other things to rely upon myself, and now have reason to be thankful for it. When I was eleven years old I used to load a cord of "four foot wood" on an ox-cart and drive a yoke of oxen with the wood four miles to a steamboat landing, and sell the wood, unload it and then drive home, and render an account of sales to my employer. This I did day after day.

It was awful hard on me then, a poor little boy, but it taught me to rely upon myself. When I grew older I thought

that I would go to sea. I supposed all was ease and romance there. I wrote to a relative, in New York, asking him to look me up a good ship. I relied upon him to do something for me, but I relied in vain, for he wrote me that he could not find one. Here again I found that self-reliance was my best course. "If you want anything done well do it yourself," is an old and good rule; and I found it so in this case, so I took my chest of clothes and started for New York, knowing that I could get a ship. The morning after I arrived, I took my letters of recommendation in my hand and started for the docks, and commenced going on board of every ship that was in port bound for China—for there was where I wanted to sail. I went on board several and met with rough answers, for I was rather a little fellow for a sailor, but I was bound to go. At last one rough captain to whom I applied looked at me and said roughly, "what can you do aboard a ship?" "I can do my best," said I, "and I guess you'll find that's pretty well." The answer rather pleased him, and he asked me if I had ever read "Two years before the mast?" I told him that I had read it four times. "Well," said he, "if after reading that you still want to go to sea come over to the owners' office and ship." I went over with a glad heart and was soon shipped as a boy before the mast on the good ship *Huntress*, and that ship was my home for two years after that. Now whether you think or not that it was a good thing for me to get a place on board that ship, you will agree with me that it was only my self-reliance that gained me a place, and it was only self-reliance that enabled me to live through the thousand and one hardships which I had to endure during those two wild years. If I had waited for my uncle in New York to get me the situation I never should have obtained it. I might have waited ten years. I went myself and did the work in one day.

Boys rely upon *yourselves*. Don't lean upon your fathers, or your uncles, or your

friends. If you have marked out an honorable path in life take up your staff and go ahead and not wait for anybody to give you a push. Don't wait for help. The best and richest men in this country never had rich fathers to help them. They have gained their positions by self-reliance, perseverance, and high-toned noble lives.

"Promise me not to Swear."

"One day a gentlemen observed a group of boys, bent on play, strongly urging another boy to join them. He was struck with the very decided 'No' which the boy gave to all their entreaties. Anxious to see the result, he stepped into an entry, where he could hear and see, and not be much observed. 'That boy has a will to resist the whole band of them,' he said to himself. A last effort was made to induce him to come with them. 'Now, James, will you not come? you are such a good player!'—'Yes,' he replied; 'but on one condition. Give me your hands that you will not swear, and I will go.' They did so; and with joy all ran off to play. We are sure the game lost none of its interest for want of the swearing. Noble boy! not ashamed to show that he was on the Lord's side, even in the face of angodly playfellows."

Something for the Boys about Patches.

My little friend, because there are patches upon your pants and elbows, don't be ashamed and think, as some boys are apt to, that it is a disgrace, for this is certainly a great mistake, but rather that it speaks well for your dear mother, who must be very diligent to keep your clothes in such nice trim when she has so much else to think of. We would rather see your clothes all patches than to know you were guilty of a single wrong act, or to hear you say one wicked word. No good child will shun you because you may not be able to dress as well as your playmates. And if you

should chance to meet a boy or girl who will laugh at you, walk on and never mind.

In a town far away from your home there lives a small boy who has many friends among the children—big folks, too. Why? Is it because he dresses tip-top every day and struts about? Oh, no, for this he cannot do, as he is the son of a poor widow who earns all she makes by washing, and Johnny has all the rinse water to carry from the well, fires to make in the morning, kindling wood to cut for the neighbors, and all the while he wears clothes, not with a single patch on the elbow or knee, but many of them. Then why is he so much loved? perhaps you are ready to ask. Ah, could you see his bright eyes, and the many smiles that light up his face as he passes to and from his home, you would readily understand. The whole secret is this: Johnny has such a kind and generous heart he is ever ready to lend his mother a helping hand, has a pleasant word for all, and is not ashamed of anything but that which is wrong.

A Prayer.

Jesus, tender Saviour,
Hast Thou died for me?
Make me very thankful
In my heart to thee.
When the sad, sad story
Of Thy grief I read,
Make me very sorry
For my sins indeed.
Now I know Thou livest,
And dost plead for me;
Make me very thankful
In my prayers to Thee.
Soon I hope in glory
At Thy side to stand;
Fit my, Lord, to meet Thee
In that happy land.

American Seamen's Friend Society.

R. P. BUCK, *President.*

S. H. HALL, D. D., *Cor. Sec. & Treas.*

L. P. HUBBARD, *Financial Agent.*
80 Wall Street, New York.

District Secretaries:

Rev. S. W. HANKS, Cong'l House, Boston.
Rev. H. BEEBE, New Haven, Conn.

LIFE MEMBERS AND DIRECTORS.

A payment of Five Dollars makes an Annual Member, and Thirty Dollars at one time constitutes a Life Member; One Hundred Dollars, or a sum which in addition to a previous payment makes One Hundred Dollars, a life Director.

FORM OF A BEQUEST.

"I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should state that the testator declared this to be his last will and testament, and that they signed it at his request, and in his presence and the presence of each other.

SHIPS' LIBRARIES.

Loan Libraries for ships are furnished at the offices, 80 Wall Street, N. Y., and 13 Cornhill, Boston, at the shortest notice. Bibles and Testaments in various languages may be had either at the office, or at the Depository of the New York Bible Society, 7 Beekman Street.

SAVINGS BANKS FOR SEAMEN.

All respectable Savings' Banks are open to deposits from Seamen, which will be kept safely and secure regular instalments of interest. Seamen's Savings' Banks as such are established in New York, 74-6 Wall Street and 189 Cherry Street, and Boston, Tremont Street, open daily between 10 and 3 o'clock.

SAILORS' HOMES.

LOCATION.	ESTABLISHED BY	KEEPERS.
NEW YORK, 190 Cherry Street.....	Amer. Sea. Friend Society.	Fred'k Alexander.
BOSTON, 99 Purchase Street.....	Boston " " "	Capt. Henry & Robert Smith.
PHILADELPHIA, 422 South Front St..	Penn. " " "	Capt. J. T. Robinson.
WILMINGTON, cor. Front & Dock Sts.	Wilm. Sea. Friend Society.	Capt. W. J. Penton.
CHARLESTON, S. C.....	Charleston Port Society...	Capt. Peter Smith.
MOBILE, Ala.....	Ladies' Sea. Friend Society.	Geo. Ernst Findeisen.
SAN FRANCISCO, Cal.....	" " " "	
HONOLULU, S. I.....	Honolulu " " "	Mrs. Crabbe.

INDEPENDENT SOCIETIES AND PRIVATE SAILOR BOARDING HOUSES.

NEW YORK, 338 Pearl Street.....	Epis. Miss. Soc. for Seamen	Edward Rode.
334 & 336 Pearl Street.....	Private.....	
4 Catharine Lane, (colored).....	do.....	G. F. Thompson.
45 Oliver Street.....	do.....	Christ. Bowman.
65 do.....	do.....	Charles G. Audfarth.
BOSTON, N. Square, Mariners House..	Boston Seamen's Aid Soc'y.	N. Hamilton.
NEW BEDFORD, 14 Bethel Court.....	Ladies' Br. N. B. P. S.....	Mr. & Mrs. H. G. O. Nye.
BALTIMORE, 65 Thames Street.....	Seamen's Union Bethel Soc.	Edward Kirby.

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LOCATION.	SUSTAINED BY	MINISTERS
NEW YORK, Catharine, cor. Madison.	New York Port Society....	Rev. E. D. Murphy.
cor. Water and Dover Streets.....	Mission " " "	" " "
275 West Street.....	" " " "	" B. F. Millard.
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Foot of Hubert Street, N. R.....	" " " "	" H. F. Roberts.
Open air Service, Coenties Slip...	" " " "	" Isaac Maguire.
Swedish & English, pier 11, N. R.	Methodist.....	" O. G. Hedstrom.
Oliver, cor. Henry Street.....	Baptist.....	" J. L. Hodge, D. D.
Cor. Henry and Market Streets...	Sea & Land, Presbyterian..	" E. Hopper, D. D.
BROOKLYN, 8 President Street.....	Am. Sea. Friend Society... }	" E. O. Bates.
BUFFALO.....		" O. Helland.
ALBANY, Montgomery Street.....	Methodist.....	" P. G. Cook.
BOSTON, cor. Salem & N. Bennet Sts.	Boston Sea. Friend Society	" John Miles.
North Square.....	Boston Port Society.....	" S. H. Hayes.
Cor. Commercial and Lewis Sts..	Baptist Bethel Society....	" Geo. S. Noyes.
Richmond Street.....	Episcopal.....	" H. A. Cooke,
PORTLAND, ME., Fore st. n. Custom H	Portland Sea. Friend Soc'y..	" J. P. Robinson.
PROVIDENCE, R. I., 52 Wickenden St	Prov. Sea. Friend Society..	" F. Southworth.
NEWPORT, R. I., 51 Long Wharf.....	Individual Effort.....	" " "
NEW BEDFORD.....	New Bedford Port Society.	" C. H. Malcom, D. D.
PHILADELPHIA, c. Front & Union Sts.	Presbyterian.....	" J. D. Butler.
Cor. Shippen and Penn Streets..	Methodist.....	" Vincent Group.
Catharine Street.....	Episcopal.....	" William Major.
Front Street, above Navy Yard...	Baptist.....	" W. B. Erben.
BALTIMORE, cor. Alice & Anna Sts..	Seamen's Un. Bethel Soc..	" Joseph Perry.
Cor. Light and Lee Streets.....	Baltimore, S. B.....	" Francis McCartney
NORFOLK.....	American & Norfolk Sea. }	" E. R. Murphy.
	Friend Societies	" E. N. Crane.
CHARLESTON, Church, n. Water St..	Amer. Sea. Friend Soc'y...	" Wm. B. Yates.
SAVANNAH.....	" " " "	" Richard Webb.
MOBILE, Church Street, near Water.	" " " "	" " "
NEW ORLEANS.....	" " " "	" L. H. Pease.

American Seamen's Friend Society.

Organized May, 1828—Incorporated May, 1833.

RICHARD P. BUCK, Esq., *President.*

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